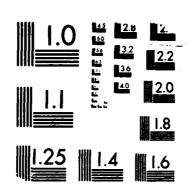
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DTRC-88/008 March 1988

Computation, Mathematics and Logistics Department Research and Development Report

User's Manual and Analysis Procedures for the Material Handling Equipment **Simulation Models**

by

Paul E. Friedenberg

James C. Chesley

Benjamin Siegel



DTRC-88/008 User's Manual and Analysis Procedures for the Material Handling Equipment



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1a. REPORT SECURITY CLASSIFICATION UNCLASSIFIED 1b. RESTRICTIVE MARKINGS		į			
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6a NAME OF PERFORMING ORGANIZATION David Taylor Research Center	6b OFFICE SYMBOL (If applicable) Code 1872	Naval Supp	ONITORING ORGANILY Systems Comm		
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ORGANIZATION Naval Supply Systems Command	(If applicable) · NAVSUP 0622				
8c ADDRESS (City, State, and ZIP Code)		10 SOURCE OF	FUNDING NUMBERS		
Arlington, Virginia 22201		PROGRAM ELEMENT NO	PROJECT NO	TASK NO. /	WORK UNIT ACCESSION NO
Attington, Virginia 22201	I	62233N		RM33A60	DN506003
11 TITLE (Include Security Classification)			<u></u>	/	•
User's Manual and Analysis Procedures f	or the Material Handli	ing Equipment S	imulation Models		
12 PERSONAL AUTHOR(S)					
Friedenberg, Paul E., James C. Chesley,	and Benjamin Siegel		_		
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TERMS AND ABBREVIATIONS

Availability A measure of the degree to which an item of

MHE is in an operable and committable state at the start of a mission when the mission is called for at either an unknown (unscheduled)

or known (scheduled) time

BDU Bomb Dummy Unit

Bomb Buildup Area The location at which weapons are assembled

from their component parts

CIP Capital Improvement Productivity

CNO Chief of Naval Operations

Community Material handling equipment which is shared by

two or more different functional areas

CONUS Continental United States

CM (Corrective Maintenance) The actions performed to restore an item of

MHE to a specified condition after failure

DLSIE Defense Logistics Studies Information Exchange

Down Time Time during which material handling

equipment is unavailable for use due to maintenance and/or repair requirements

DTRC David Taylor Research Center

DTO Direct Turnover

Elongated Extended length heavy bulky material (such as

piping)

FMO Facilities Management Office

GAO General Accounting Office

GBL Government Bill of Lading

Inert Non-explosive cargo/material handled by the

material handling equipment within the

Weapons Supply model

TERMS AND ABBREVIATIONS (Continued)

L&E Labor and Equipment

Live Explosive Explosive cargo/material handled by the

material handling equipment within the

Weapons Supply model

MHE Material Handling Equipment

MHE Availability A measure of the time during which a piece of

MHE is in an operable state at the start of a

mission

MHE Performance A measure of the capability of MHE to execute

and complete appointed duties or tasks

MHE Utilization A measure of the extent to which a piece of

MHE is employed in performing a task during

its time of availability

MOEs Measures of Effectiveness

MTIS Material Turn Into Store

NARF Naval Air Rework Facility

NAF Naval Air Station

NAVSUP Naval Supply Systems Command

NDW Naval District Washington

NIF Navy Industrial Fund

NNSY Norfolk Naval Shipyard

Non-community Material handling equipment which is dedicated

to one specific functional area only

Non-elongated Heavy bulky material which is not elongated

NSN Navy Stock Number

NS Naval Station

OSD Over Short and Damage

TERMS AND ABBREVIATIONS (Continued)

Personal Fatigue Factor Time during which no material handling

functions are performed due to fatigue on the

part of the equipment operators

PM (Preventive Maintenance) The care and servicing by personnel for the

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purpose of maintaining system/equipment safety and reliability levels through systematic inspection, detection, lubrication, cleaning, etc.

PW or PWD Public Works or Public Works Department

PWRMS Pre-Positioned Ware Reserve Material Stock

Ripout Material which has been removed from a ship

for repair

Scheduled Maintenance Periodic prescribed inspection and/or servicing

of equipment accomplished on a calendar,

mileage, or hours of operation basis

SPCC Ships Parts Control Center

ABSTRACT

The three computer models described in this user's manual simulate the use of material handling equipment (MHE) at three distinct types of U.S. Navy installations (Main Supply, Ship Overhaul, and Weapons Supply). Input consists of data describing operational characteristics of the MHE, material delivery data for cargo arrivals, and issue document specifications.

Model output is composed of computer generated data describing MHE utilization and throughput data which tabulates the movement of cargo within this system as a function of time. The model output is designed to assist an analyst in the determination of specific MHE utilization requirements for any given U.S. Navy installation.

An analysis of sample simulation run results is also included in the report.

ADMINISTRATIVE INFORMATION

This work was authorized and funded by the Naval Supply Systems Command (NAVSUP 0622). The project was internally controlled under David Taylor Research Center (DTRC) Program Element 62233N, Task Area RM33A60, and Work Unit 1870-721.

1. INTRODUCTION

The Logistics Division (Code 187) of the David Taylor Research Center (DTRC), under the funding and direction of the Naval Supply Systems Command (Code 0622), has developed a set of three computer simulation models. These models were developed to simulate the operations and procedures employed in material handling and processing at each of three types of U.S. Navy installations, particularly in the utilization of material handling equipment (MHE). By exercising the models an analyst can determine the most effective use of MHE to be assigned to any particular installation.

Separate sections of this report show an MHE manager/user how to run the simulation models and how to interpret the output. Appendixes A, B, and C contain the input and output for one sample run of each model.

The models are written in the General Purpose Simulation System (GPSS) language and are presently operational on the CDC Cyber computer system at DTRC. GPSS was the language of choice for the coding of these models because its features are directly applicable to discrete stochastic modeling, as called for in this case.

The simulation models described in this report are not optimization models. An optimization model calculates for the user the optimal (best) solution to the problem; such a model is mathematical and not a simulation.

An analysis of sample simulation run results is also included in this report. The objective of this analysis is to offer the MHE system manager/user, without

2. OVERVIEW OF THE SIMULATION MODELS

This section provides a brief overview of each of the three simulation models. The MHE considered in these models includes the following types:

- container handlers
- 4K forklifts
- 6K forklifts
- heavy forklifts (equal to or greater than 10K)
- 4K cranes
- 6K cranes
- heavy cranes (equal to or greater than 10K)
- 4K sideloaders
- 30K sideloaders
- straddle trucks

The material handling operations and procedures underlying the defining logic for the models are further described by Chesley and Siegel*

2.1 MAIN SUPPLY SIMULATION MODEL

The Main Supply simulation model depicts all cargo handling operations and procedures involving material handling equipment (MHE) at a general supply activity, such as the Naval Supply Center at Charleston, South Carolina. Figure 1 shows the names and relationships of representative MHE Main Supply activity processes (as described by Chesley and Siegel).*

The simulation logic describes the arrival of cargo from off base, the unloading of the cargo from the transporting vehicle, and the subsequent movement of the cargo to various destinations. It also describes the issuing of cargo (via issue documents) and the subsequent movement of the cargo through the system to the designated on-base or off-base recipients. Cargo originating from tenants to be packaged and shipped to off-base recipients is also included.

All 4k and 6k forklifts utilized in this model may be assigned by function or may be shared by different functions. Forklifts shared by two or more functions are termed community forklifts.

Factors representing equipment down time and personal fatigue time are included in this model.

2.1.1 Receiving

Trucks arrive at Receiving throughout each day carrying specified types and amounts of cargo. Trucks carrying cargo types "food and food only" and "bulky and only bulky, including hazardous" are routed directly to the warehouse. All other cargo, consisting of light bulky/boxes (in the form of pallets), is unloaded from the trucks at Receiving by forklifts and moved to Temporary Location. Pallets designated for storage are then moved again by forklifts to Temporary Staging (Receiving) or to the warehouse via an automated system.

Chesley, James C. and Benjamin Siegel, "Material Handling Equipment Allowance, Maintenance, and Management Methodology Project: Task 1 — Descriptions of Required Material Handling Processes," DTNSRDC Report 85/084 (Jan 1986).

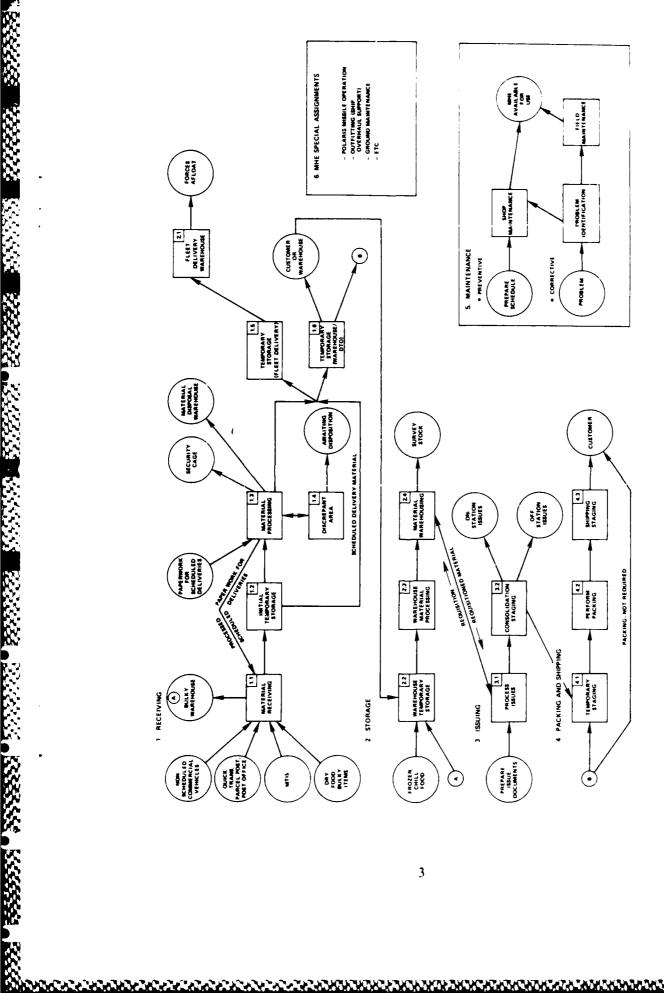


Fig. 1. NSC (Charleston) material handling system functional flow.

Pallets designated for transshipment are moved by forklifts from Temporary Staging (Receiving) to Temporary Staging (Packing and Shipping).

Pallets designated for Direct Turnover (DTO) are moved directly from Temporary Staging (Receiving) to DTO by flatbed trucks or straddle trucks.

Pallets designated for storage are moved from Temporary Staging (Receiving) to warehouse Temporary Storage by flatbed trucks or straddle trucks.

2.1.2 Storage

Non-food pallets designated for storage arrive at warehouse Temporary Storage via straddle trucks or flatbed trucks. Forklifts are then utilized to move the pallets from warehouse Temporary Storage to Material Warehousing (storage in bins).

After appropriate paperwork is implemented, trucks carrying "food and food only" pallets are routed from Receiving directly to warehouse Temporary Storage, where the cargo is offloaded by forklifts and moved to Material Warehousing.

Similarly, trucks carrying heavy bulky items arrive at warehouse Temporary Storage after being directly routed there from Receiving. If the heavy bulky cargo is "elongated to go into warehouse," it is unloaded by a crane and moved to Material Warehousing by a sideloader. If the heavy bulky cargo is "non-elongated to go into warehouse," it is unloaded by a crane and moved to Material Warehousing by a heavy forklift. If the heavy bulky cargo is to be stored outside the warehouse, it is unloaded with a crane and deposited directly at the appropriate storage location.

2.1.3 Issuing

The issuing of material is initiated by the arrival of an issue document at the warehouse. an issue document specifies the type, amount, and destination of material to be released from the warehouse.

- 2.1.3.1 Pallets. If the issue material is in the form of pallets, the pallets are moved from Material Warehousing to Consolidation Staging (Issuing) by either forklifts or an automated system (if available). The pallets are then moved from Consolidation Staging (Issuing) to Temporary Staging (Packing and Shipping) via flatbed trucks or straddle trucks.
- 2.1.3.2 Heavy Bulky for Off-Station. If the material to be issued is "elongated to be removed from within the warehouse," a sideloader is used to move the cargo from Material Warehousing to Consolidation Staging (outside warehouse), where it is then packed and packaged. A crane is then utilized to load the cargo onto the customer trucks.

If the material to be issued is "non-elongated to be removed from within the warehouse," a heavy forklift is used to move it from Material Warehousing to Consolidation Staging (outside warehouse), where it is then packed and packaged. A crane is then utilized to load the cargo onto the customer trucks.

If the material (elongated or non-elongated) to be issued is currently stored outside the warehouse, it is packed and packaged and then loaded by a crane onto the customer trucks.

2.1.3.3 Heavy Bulky for On-Station. If the material to be issued is "elongated to be removed from within the warehouse," a sideloader is used to move the cargo from Material Warehousing to Consolidation Staging (outside warehouse). A crane is then used to load the cargo onto trucks for the on-station user.

If the cargo to be issued is "non-elongated to be removed from within the warehouse," a heavy forklift is used to move it from Material Warehousing to Consolidation Staging (outside warehouse). A crane is then used to load the cargo onto trucks for the on-station user.

If the material to be issued is currently stored outside the warehouse, it is loaded by a crane onto trucks for the on-station user.

2.1.4 Packing and Shipping

Trucks carrying palletized cargo arrive at Packing and Shipping from both tenants and warehousing (issued material). The pallets are unloaded from the trucks by forklifts and moved to temporary staging (Packing and Shipping). The pallets are next moved by forklifts from Temporary Staging (Packing and Shipping) to Packing and Packaging (Packing and Shipping). The pallets are then packed and packaged and moved by forklifts from Packing and Packaging (Packing and Shipping) to Shipping Staging (Packing and Shipping). Pallets destined for off-station users are loaded onto trucks by forklifts. Pallets destined for on-station users may be loaded by forklifts onto trucks for delivery or may be delivered by straddle trucks (which require forklifts to line up the pallets prior to pickup).

2.2 WEAPONS SUPPLY SIMULATION MODEL

The Weapons Supply simulation model depicts the arrival at a Weapons Department of incoming shipments of cargo (inert and/or live explosive) and the subsequent movement and storage of such cargo within the system. The model also describes the issuing of material required for Weapons Consolidation, the process of weapons buildup, and the delivery of these weapons to on-base or off-base users. The Naval Air Station at Cecil Field, Florida, is an example of an activity whose Weapons Department may be simulated by this model. Figure 2 shows the names and relationships of representative MHE Weapons Supply activity processes (as described by Chesley and Siegel.)

Factors representing equipment down time and personal fatigue time are included in the Weapons Supply simulation model.

All types of MHE utilized in this model are assigned by function only (except straddle trucks).

2.2.1 Receiving

2.2.1.1 Weapons Material Receiving. All incoming inert material is delivered by trucks at Weapons Material Receiving. The trucks arrive throughout each day carrying the user-specified types and amounts of cargo. Forkliftable cargo is offloaded with the use of forklifts. Forkliftable cargo to be stored inside the warehouse will then be moved there via forklift. Non-forkliftable cargo is offloaded with a crane. Non-forkliftable cargo to be stored inside the warehouse will then be moved there by a sideloader.

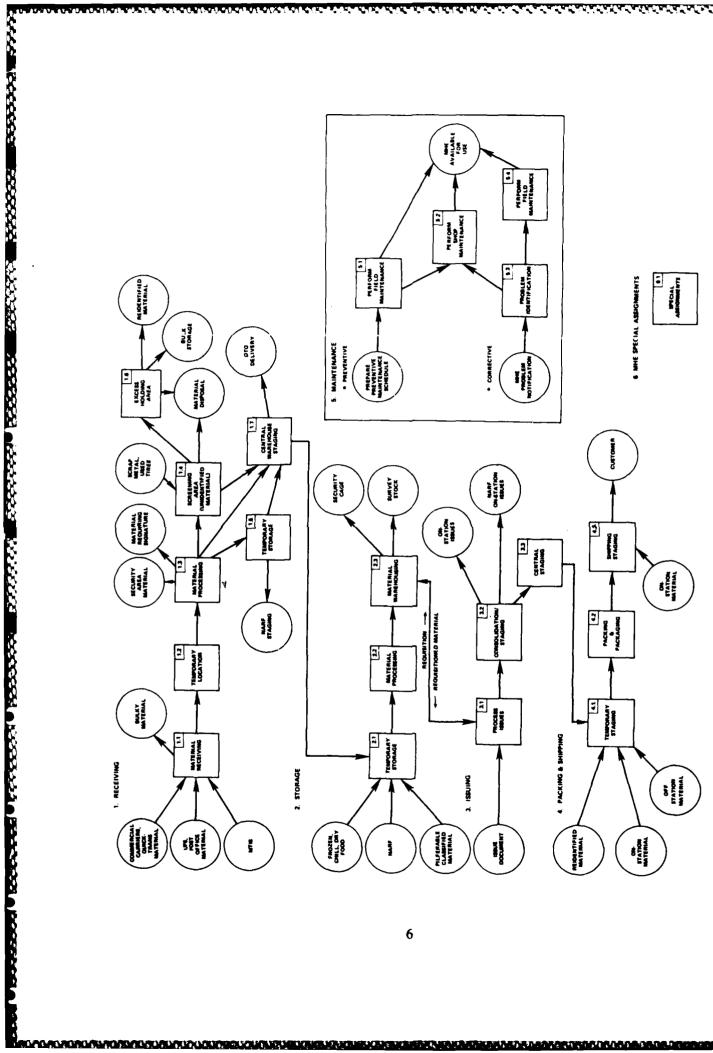


Fig. 2. NAS (Pensacola) material handling system functional flow.

2.2.1.2 Hot Cargo Area/Office. All incoming live explosive material is delivered by trucks at the Hot Cargo Area/Office. Forkliftable loads are offloaded with the use of forklifts (acquired from Weapons Material Receiving location) and loaded onto a different truck for transit, along with a forklift, to the magazine area. Upon arrival at the magazine area the forklift offloads the forkliftable loads and stores them in the magazines. Non-forkliftable cargo is offloaded by a crane, moved by a sideloader to the magazine area, and stored inside the magazines.

2.2.2 Issuing

2.2.2.1 Inert Bulk for Off-Station. Issue documents specifying bulk material (palletized) destined for off-station users arrive at the Inert Office (Inert Warehouse) at the user-specified times.

If the Inert Warehouse is adjacent to Packing and Shipping, the specified pallets are moved by forklifts to Temporary Staging (Packing and Shipping Area). They are then packed and packaged and loaded by forklifts onto trucks.

If the Inert Warehouse is not adjacent to Packing and Shipping, the specified pallets are moved by forklifts to Temporary Staging (Inert Warehouse). They are then loaded by forklifts onto trucks and taken to Packing and Shipping (Weapons Assembly Area). The pallets are then offloaded from the trucks by forklifts, packed and packaged, and loaded onto trucks by forklifts for transit to the off-station user.

- 2.2.2.2 Live Explosive Bulk for Off-Station. Issue documents specifying live explosive bulk material (palletized) destined for off-station users arrive at the Hot Cargo Area/Office at the user-specified times. A forklift is sent (from Weapons Material Receiving location) to the magazine area where it moves the pallets from the magazine to Temporary Staging (at magazine). The forklift loads the pallets onto a truck for transit to Packing and Shipping (adjacent to Weapons Assembly Area). The truck and the forklift transit to Packing and Shipping. The forklift then unloads the truck. The pallets are packed and packaged and loaded onto trucks for delivery to the off-station user.
- 2.2.2.3 Inert Material for Weapons Assembly. Issue documents specifying inert material to be used in the weapons assembly process arrive at the Inert Weapons Warehouse. If the specified loads are forkliftable, they are moved to the Bomb Buildup Area by either a truck or a straddle truck. Forklifts are utilized in loading and unloading the truck and in lining up the pallets for the straddle truck. Non-forkliftable loads are moved to the Bomb Buildup Area by a sideloader.
- 2.2.2.4 Live Explosives for Weapons Assembly. Issue documents specifying live explosives to be used in the weapons assembly process arrive at the Hot Cargo Area/Office.

If the specified material is forkliftable, a truck and forklift are sent to the magazines (from Weapons Material Receiving location) and the pallets are loaded onto the truck. The truck and forklift next transit to the Bomb Buildup Area

where the pallets are unloaded from the truck. The truck and forklift then return to Inert Receiving.

If the specified material is non-forkliftable, a sideloader is sent from the Hot Cargo Area to the magazines to move the material from the magazines to the Bomb Buildup Area.

2.2.3 Delivery of Consolidated Weapons

After assembly at the Bomb Buildup Area the consolidated weapons are delivered to the specified on-station or off-station users.

2.2.3.1 Delivery to On-Station Users. Forkliftable weapons are delivered to on-station users via truck or straddle truck. For truck deliveries the weapons are loaded onto the truck by a forklift. For straddle truck deliveries, a forklift is used to line up the pallets for the straddle truck.

Non-forkliftable weapons are delivered to on-station users via truck or sideloader. For truck deliveries a crane is used to load the weapons onto a truck.

2.2.3.2 Delivery to Off-Station Users. Forkliftable weapons are moved by forklift to Packing and Shipping, where they are packed and packaged, then loaded onto trucks.

Non-forkliftable weapons are moved by sideloader to Packing and Shipping, where they are packed and packaged, then loaded by crane onto trucks.

2.3 SHIP OVERHAUL SIMULATION MODEL

The Ship Overhaul simulation model depicts the use of MHE in support of the overhaul of a ship at a naval shipyard. The processes supported by MHE include the cutting of holes in the ship hull, the offloading from the ship of all material needing rework/replacement, the movement of the material to the appropriate repair shops, the the accomplishment of the required parts overhaul. Emphasis is placed on the usage of MHE throughout these processes; therefore all pertinent MHE statistics are compiled and printed out. The Norfolk Naval Shipyard at Portsmouth, Virginia, is an example of a shipyard whose activities may be simulated by this model. Figure 3 shows the names and relationships of representative MHE Ship Overhaul activity processes (as described by Chesley and Siegel.)

Factors representing equipment down time and personal fatigue time are included in the Ship Overhaul simulation model.

2.3.1 Prearrival Staging

Ship prearrival times are specified by the user. Prior to each ship's arrival (prearrival) there will be a staging of Temporary Services near the pier. The Temporary Services palletized loads to be staged near the pier will be transferred by forklift. If there are heavy bulky loads to be staged, they will be loaded by a crane onto a truck. The truck will then transit to near the pier where the heavy bulky items are unloaded from the truck by crane.

The Temporary Services are next staged onto the pier. Palletized loads are transferred by forklift from near the pier onto the pier. Heavy bulky loads are moved by crane from near the pier onto the pier.

2.3.2 Ship Arrival

Upon ship arrival the Temporary Services must be connected to the ship. All Temporary Services material contained in the palletized loads is connected to the ship with the support of forklifts. Similarly, all Temporary Services heavy bulky loads are connected to the ship with the support of a crane.

2.3.3 Ripout

After connection of the Temporary Services, ripout is performed to remove from the ship the material to be sent to the repair shops. All ripout material from the upper deck is transferred by a crane to the pier (Temporary Location).

It is often necessary to cut holes in the ship hull prior to the removal of ripout material from the lower deck. Forklifts are generally utilized as working platforms in support of this operation, transferring palletized ripout material from the lower deck to the pier (Temporary Location). Heavy bulky ripout items are transferred from the lower deck to the pier (Temporary Location) with the support of a crane.

All palletized ripout items are next transferred from Temporary Location (pier) to Temporary Staging (pier) by forklifts. Pallets less than or equal to 6,000 pounds are then moved by forklifts from Temporary Staging (pier) to inside the repair shops. Pallets greater than 6,000 pounds may either be moved from Temporary Staging (pier) to inside the repair shops by heavy forklifts or be loaded by heavy forklifts onto flatbed trucks for transfer to a deposit point outside the repair shops. They are then moved by heavy forklifts to inside the repair shops. Straddle trucks may also be used in moving pallets from Temporary Staging (pier) to a deposit point outside the repair shops.

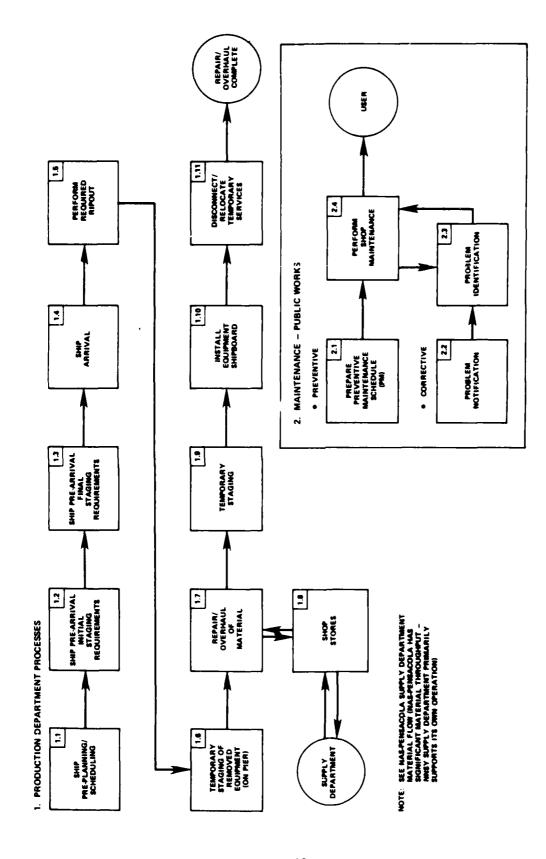
Heavy bulky ripout items at Temporary Location (pier) are loaded by crane onto flatbed trucks and transferred to delivery points outside the repair shops. They are unloaded there with a crane. Elongated heavy bulky ripout items are moved from outside to inside the repair shops with a sideloader. Non-elongated heavy bulky ripout items are moved from outside to inside the repair shops with a heavy forklift.

2.3.4 Repair Shops

Repair work on ripout items is accomplished at the repair shops with the support (utilization) of the various types of MHE equipment. Forklifts are utilized in the repair of palletized ripout items. Sideloaders and cranes are utilized in the repair of heavy bulky elongated ripout items. Heavy forklifts are utilized in the repair of heavy bulky non-elongated ripout items.

2.4 ASSUMPTIONS

The following assumptions were made during development of the three MHE simulation models:



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Fig. 3. NNSY material handling system functional flow.

- 1. Each forklift can carry one and only one pallet at a time.
- 2. Each crane can move one and only one heavy bulky item at a time.
- 3. Each sideloader can transport one and only one heavy bulky item at a time.
- 4. Each heavy forklift can carry one and only one heavy bulky load (to be warehoused) at a time.
- 5. The length of a working day is eight hours. This value may be changed by the user.
- 6. All MHE is unavailable for use for a portion of each working day due to equipment down time and personal fatigue factors. The MHE unavailability is different for each model. For the Main Supply model, the MHE is unavailable for 2 hours of each day. For the Weapons Supply model, the MHE is unavailable for 96 minutes of each day. For the Ship Overhaul model, the straddle trucks and the forklifts at the pier area are unavailable for 163 minutes of each day; the MHE at the repair shops is unavailable for 203 minutes of each day; and the large crane at the pier area is unavailable for 72 minutes of each day. These values may be changed by the user.
- 7. Flatbed trucks are always available.
- 8. All models are based on the central warehouse with one average distance between the warehouse and the Receiving and Packing and Shipping functional locations on the base.
- 9. The Ship Overhaul model considers only the ripout and repair phases of the overhaul procedure and not the reinstallation of the repaired parts into the ship. Statistics for the overall operation may be obtained by doubling the output data from the model run.

3. HOW TO RUN THE MODELS

The Main Supply computer simulation model, the Weapons Supply simulation model, and the Ship Overhaul simulation model are all currently resident on the mass storage device of the CDC Cyber computer system at DTRC. The models are run interactively through a VT100-compatible tabletop terminal. Small letters and capital letters are interchangeable in communicating with the CDC Cyber.

3.1 LOGIN PROCEDURE

The user first dials the number 73000 (for on-base users) or (202) 227-3000 (for commercial off-base users) to access the Cyber. Then the user executes the login procedure:

The LOGINID and ACCESS NUMBER are provided to the user by the designated personnel of the Computations, Mathematics and Logistics Department (CMLD) at DTRC. The TURNKEY PASSWORD is supplied by the user.

An example of the login procedure might be

login,cabrpaulbr,sup	<return></return>
amrts18743	<return></return>
gasline	<return></return>

where "cabrpaulbr" is the LOGINID, "amrts18743" is the ACCESS NUMBER, and "gasline" is the TURNKEY PASSWORD.

3.2 MODEL EXECUTION

When the login procedure is complete, the user executes the command sequence required for the actual execution of the simulation model:

attach, gpss	<return></return>
attach, netedf	<return></return>
attach,aaa,MODELNAME,id = USERID	<return></return>
netedf,aaa	<return></return>
USER SUPPLIED DATA CHANGES	
save,bbb	<return></return>
gp\$, i = bbb, fx	<return></return>
route, output, $dc = pr$, $tid = c$, $fid = *USERID$	<return></return>
logout	<return></return>

In this instruction sequence the MODELNAME is selected by the user and will be KMHEXX for the Main Supply simulation model; KWPNXX for the Weapons Supply simulation model; and KSPOXX for the Ship Overhaul simulation model. The output from the run may be subsequently retrieved from the Dispatch Office at CMLD. A minor modification of the "route" instruction enables the user to print the output at his own installation.

An example of the model execution sequence might be:

attach,gpss	<return></return>
attach,netedf	<return></return>
attach,aaa,kmhexx,id = cabr	<return></return>
netedf,aaa	<return></return>
1 flba s	<return></return>
c/16/20/	<return></return>
save bbb	<return></return>
gpss,i = bbb,fx	<return></return>
route,output,dc = pr,tid = c,fid = *cabr	<return></return>
logout	<return></return>

where "kmhexx" is the MODELNAME, and "cabr" is the USERID. The two instructions "1 flba s" and "c/16/20/" make up the USER SUPPLIED DATA CHANGES and are explained in Section 4.

3.3 USE OF OTHER COMPUTER SYSTEMS

If any of the simulation models are run on a system other than the CYBER, the procedure for the actual running of the models (i.e., the instruction sequence) will differ significantly from that just described.

4. HOW TO CHANGE THE INPUT DATA

To adjust the values of one run of any given model from another run of the same model, the input data to the model must be changed from run to run. The text editor, NETEDF, is used for this purpose. (A complete description of NETEDF is given in Appendix D). Inputs and outputs for sample runs of the three simulation models are given in Appendixes A, B and C.

NETEDF is unique to the CYBER system. If any of these three MHE simulation models are to be run on a different computer system, a different text editor will be used, and the procedures for its use will be different from those described for NETEDF.

4.1 QUANTITIES OF MATERIAL HANDLING EQUIPMENT

The definitions of the MHE equipment are found in cards 19-52 of the Main Supply model, cards 12-46 of the Weapons Supply model, and cards 4-18 of the Ship Overhaul model. (A card number is equivalent to a line number in the coding.) The number of each type of MHE equipment begins in column 19 and is left adjusted. To change this number, substitute the following instruction for the phrase USER SUPPLIED DATA CHANGES in the instruction sequence of Section 3.2:

c/(old number)/(new number)/ <return>

The line of coding to be altered must first be accessed. For example, if the user wishes to change the number of Group 21 forklifts (card 34) in the Main Supply model from 16 to 20, the following sequence of instructions would be used:

1 flba s <return> c/16/20/ <return>

The first instruction (1 flba s) locates the first occurrence of the unique string "flba s".

4.2 CHARACTERISTICS OF SYSTEM OPERATIONS

Cards 61-268 of the Main Supply model, cards 57-246 of the Weapons Supply model, and cards 25-154 of the Ship Overhaul model contain data describing the characteristics of system operations, such as the time required for a forklift to offload a pallet from a truck, the maximum number of pallets a

straddle truck can carry, etc. These values are changed in the same manner as the values defining the numbers of MHE equipment.

4.3 MATRIX DATA

The data supplied for matrices TBLA and TBLB for each of the models describe cargo deliveries (schedules, types, amounts) and issue documents (arrival times, types and amounts of material to be issued). The Weapons Supply model also contains the MWPN data matrix, which contains data relevant to the consolidation of weapons at the Bomb Buildup Area. The definitions for TBLA and TBLB data are found in cards 272-409 of the Main Supply model and cards 158-187 of the Ship Overhaul model. The definitions for TBLA, TBLB, and MWPN are found in cards 285-380 of the Weapons Supply model. The actual data for TBLA and TBLB are defined in cards 690-762 of the Main Supply model and cards 391-402 of the Ship Overhaul model. The actual data for TBLA, TBLB, and MWPN are defined in cards 687-733 of the Weapons Supply model.

Data contained within matrices are defined by specifying the matrix name, the row number, the column number, and the value of the data. KWPNXX (Appendix B) is used here for illustrative purposes. On card 697 of KWPNXX, TBLA(1,11) is set equal to 0, and TBLA(2,11) is set equal to 2. The prefix "MHS" must always be used. Either one or two matrix data definitions may be used on one line. When two are used, they are separated by a slash. Card 721 illustrates only one matrix data definition on a line.

It is also possible to define more than one data element at a time (i.e., with a single data definition). For example, card 703 defines TBLA(3,2), TBLA(4,2), TBLA(5,2) and TBLA(6,2) all to be set equal to 3.

In defining data contained within matrices, it is sometimes necessary to add and/or delete one or more lines of coding. To delete lines of coding, substitute the following sequence of instructions for the phrase "USER SUPPLIED DATA CHANGES" in the instruction sequence of Section 3.2:

1 initial (names of first data element to be deleted) <return>
d(number of lines to be deleted) <return>

For example, to delete card 693 and card 694, use the instruction sequence

To add lines of coding, substitute the following sequence of instructions for the phrase "USER SUPPLIED DATA CHANGES" in the instruction sequence of Section 3.2:

1 initial (name of data element preceding data insertion)

- creturn>
(lines of coding to be inserted)

- creturn>
- creturn>

For example, to set TBLA(7,1) = 1, TBLA(7,2) = 2, TBLA(7,3) = 3, and TBLA(7,4) = 4 after card 719, use the instruction sequence

1 initial	mh\$tbla(3-6,14)	<return></return>
•		<return></return>
initial	mh\$tbla(7,1),1/mh\$tbla(7,2),2	<return></return>
initial	mh\$tbla(7,3),3/mh\$tbla(7,4),4	<return></return>
•		<return></return>

4.4 CATALOGING AND PURGING OF FILES

4.4.1 Cataloging of New Files

Each of the three simulation models contains a specific set of built-in input data. For each run to be made, the user modifies this data to describe the particular scenario to be examined. Often the user will wish to preserve a certain version of one of the models, defined by the inputs used in a given run. This may be accomplished by cataloging this version of the model as a new file. One additional command is required for this purpose. After saving the new version of the model with a "save" command, the user must execute the "catalog" command. A modification of the Section 3.2 example for this purpose might yield the following command sequence:

attach,gpss	<return></return>
attach,netedf	<return></return>
attach,aaa,kmhexx,id = cabr	<return></return>
netedf,aaa	<return></return>
1 flba's	<return></return>
c/16/20/	<return></return>
save bbb	<return></return>
catalog,bbb,kmheyy,id = cabr	<return></return>
gpss,i=bbb,fx	<return></return>
route,output,dc = pr,tid = c,fid = *cabr	<return></return>
logout	<return></return>

* SOCOSON * PLONING * PROPERTY DESCRIPTION OF PROPERTY PROPERTY PLONENTY PLONENTY TO SOCIETY TO SOCIETY TO SOCIETY

In this example, the new file is named KMHEYY and may henceforth be accessed for model execution by use of the "attach" command.

4.4.2 Purging of Old Files

The user will occasionally wish to get rid of previous versions of the models which are of no further use. Any of these model versions (each existing as a separately stored and named file) may be deleted by use of the "purge" command. The format for the "purge" command is

To purge an unwanted file named KMHE444 the user may, for instance, expanding on the Section 3.1 example, utilize the following command sequence:

login,cabrpaulbr,sup<return>amrts18743<return>gasline<return>purge,ppp,kmhe444,id = cabr<return>logout<return>

5. EXPLANATION OF OUTPUT

The output from a sample run of the Main Supply simulation model is found on pages 56-78 of Appendix A. This particular run simulates three days of actual Main Supply activity material handling. The statistical data are accumulated separately for each day; therefore, there are three sets of output data, each with the same format. The set of data described in this section represents one day of a simulation; for example, the data representing day 3 of the Main Supply simulation is found on pages 72-78 of Appendix A. The output format for the Weapons Supply model (Appendix B) and the Ship Overhaul model (Appendix C) is similar to that for the Main Supply model. For brevity, therefore, only the day 3 output for the sample runs of the Weapons Supply model and the Ship Overhaul model are included.

5.1 MHE EQUIPMENT USED

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The first group of data (top of page 72, Appendix A) within this set defines the MHE equipment used. The equipment name, an abbreviated definition, and the corresponding card number (within the main program listing) for the complete equipment definition are given here.

5.2 MHE EQUIPMENT UTILIZATION

The second group of data (bottom of page 72, Appendix A) gives the MHE equipment utilization. There are eight columns, each with two headings. The second heading is automatically printed by the computer program. The first heading is provided to give the user more information. The first column gives the name of the MHE equipment per functional location. The second column gives the number of each type of MHE available for use. The third column gives the average number of each type of MHE equipment used during an eight-hour day. The fourth column gives the average utilization for each type of MHE; the utilization is for all MHE equipment of a given type and will take on a value between 0 and 1. The fifth column gives the total number of times that each type of MHE equipment was used during the day. The sixth column gives the average time (in minutes) that each piece of any of the MHE equipment types is used. The seventh column gives the number of each equipment type in use at the end of that day. The eighth column gives the maximum number of each MHE equipment type in use at one time during the day. The total number of pieces of MHE equipment is also printed out, along with the overall MHE equipment utilization.

5.3 SINGLE VALUED INPUT PARAMETERS

The third grouping of data (page 73, Appendix A) is a listing of the single-valued (not within a matrix) input parameters with the user-supplied values for

this particular run. Also given are the abbreviated definitions and the card numbers within the main program listing on which the complete definitions of these variables may be found.

5.4 MATRIX INPUT DATA

The fourth grouping (pages 74-76, Appendix A) lists data that are user-supplied and that define cargo delivery and issue document information (matrices TBLA and TBLB). In the Weapons Supply model, this grouping also contains matrix MWPN, which contains weapon consolidation data. Abbreviated definitions for these data are given in this grouping. The complete definitions are given within the main program listing at the indicated card numbers.

5.5 THROUGHPUT DATA

The fifth and final grouping (pages 77-78, Appendix A) of data consists of the throughput matrix AAA1. This is a tabulation of the movement of supplies (cargo) throughout the system on a day-by-day basis. Each row of matrix AAA1 contains the throughput data for one day of the simulation. Abbreviated versions of the applicable column definitions are given in this grouping. The complete definitions are given within the main program listing at the indicated card numbers.

6. SCREEN VIEWING AND EDITING OF OUTPUT

6.1 SCREEN VIEWING OF OUTPUT

In running any one of the three simulation models, the user will often be interested in only a limited quantity of the output data. In this case the user may elect to view the simulation output on the terminal screen rather than to obtain a printout. To view a selected portion of the simulation output on the screen, the user substitutes the following commands for the "route" instruction (next to last command) in the instruction sequence of Section 3.2:

screen,132	<return></return>
SET UP - 9 - SET UP	
netedf,output	<return></return>
1 (first occurrence of desired string)	<return></return>
p (number of lines to be printed)	<return></return>

The instruction "SET UP - 9 - SET UP" consists of the hitting of three keys: first hit the "SET UP" keys; then hit the "9" key; then hit the "SET UP" key again.

As an example, to display the utilization statistics for day 3 of the Main Supply simulation, the following instruction sequence is used (the first instruction is applicable only to VT100-compatible terminals capable of displaying 132 characters per line):

screen,132	<return></return>
SET UP - 9 - SET UP	
netedf,output	<return></return>
1 y 3	<return></return>
1 util	<return></return>
p 25	<return></return>

The "1 y 3" command moves the cursor to the line

"RESET FOR DAY 3",

card 2892, on page 71 (Appendix A). The "1 util" command then moves the cursor to the line "MHE EQUIPMENT UTILIZATION" on page 72 of Appendix A. The "p 25" command then prints this line and the following 24 lines, displaying the complete utilization table upon the screen. It is sometimes necessary, as in the above example, to use more than one "1" command (here we used two: "1 y 3" and "1 util").

6.2 EDITING OF OUTPUT

Hardcopy output may be obtained by routing the simulation output to the printer with the "route" command, as shown in Section 3.2. However, this command sequence causes the entire output from the model execution to be printed. Often the user wants only a selected and limited amount of the total output to be printed. This may be accomplished by editing the output; that is, by deleting those portions of the total output not desired as hardcopy.

Deletion of selected portions of the output is accomplished by use of the two versions of the "delete" command. The "dtop" command removes from the output file everything preceding (but not including) the current line. The "dx" command deletes the present line and the following x-1 lines (for a total of x lines deleted).

For example, if the user wishes to print out only the day 3 output from a run of the Main Supply module, the following instruction sequence (a modification of the Section 3.2 example) is used:

attach,gpss	<return></return>
attach,netedf	<return></return>
attach,aaa,kmhexx,id = cabr	<return></return>
netedf,aaa	<return></return>
1 flba s	<return></return>
c/16/20/	<return></return>
save bbb	<return></return>
gpss, i = bbb, fx	<return></return>
netedf,output	<return></return>
1 y 3	<return></return>
dtop	<return></return>
1 end	<return></return>
d 10000	<return></return>

save ccc <return>
route,ccc,dc = pr,tid = c,fid = *cabr <return>
logout <return>

The "1 y 3" command moves the cursor to card number 2889 (Appendix A, page 71). The "dtop" command then deletes everything preceding this line. The "1 end" command moves the cursor to card number 2891. The "d 10000" command then deletes everything including and after line 2891. The number 10000 is used as an arbitrarily large number to ensure that the rest of the output file will be deleted. The "save ccc" command saves what is left of the file (card 2889 on page 71 through the bottom of page 78). The "route" command then sends this edited version of the output to the printer.

7. MHE ANALYSIS

7.1 OBJECTIVE

The objective of this analysis is to offer the MHE system manager/user the convenience of identifying the potential efects of adjustments of key parametric values on MHE utilization at Main Supply Activities without the necessity of running the MHE simulation module.

7.2 APPROACH

To fulfill the objective of this analysis, it is necessary to compare, vary, and analyze several key factors within the Main Supply material handling system. These factors include

- the functional locations (Receiving, Storage (includes Warehousing and Issuing), and Packing & Shipping) at which material handling is performed
 - the MHE resources (types and numbers) used to perform the necessary tasks
 - the material throughput (functional location inputs and outputs)
 - the overall and functional MHE location utilization (in percentages)

The measures of effectiveness (MOEs) used as a basis for comparing and analyzing the results of alternative simulation runs are MHE utilization and throughput. The tool used in performing this analysis is the Main Supply simulation module.

The amounts of material handled and the numbers of MHE assigned to each functional location are varied in order to compare and analyze the resulting effects on utilization and material throughput. This is done for several activities that include NSC Charleston and those activities having the minimum (NSC Puget Sound) and maximum (NSC Norfolk) number of MHE assigned to their Main Supply functions.

These variations are performed for two situations: (1) MHE is distributed to and solely supports each assigned functional location (non-community). (2) the MHE assigned to Receiving and to Packing & Shipping is centrally located and is available to either, as required, from a common or community pool. The MHE located at the Storage functional location solely supports its material handling tasks.

7.3 DATA SOURCES

The quantitative data used to exercise the Main Supply simulation module were acquired from visits (personnel interviews and observations) to NSC Charleston and documentation acquired from Code 0302, Navy Ships Parts Control Center, Ashore Activity Verification and Allowance Listing, SPCC-5230/181 (Rev 1-87).

7.4 FORMATS

To present the key descriptive information and facilitate its comprehension, appropriate tabular formats (see Tables A.1/A.2 and B.1/B.2) were prepared for data presentation and analysis. Tabular format A.1/A.2 is used when adjustments solely to the number of MHE assigned per functional location (either community of non-community arrangements) are made to the Main Supply module inputs. Tabular format B.1/B.2 is used when adjustments solely to the amount of material (number of pallets) handled at all the functional locations are made to the Main Supply module inputs. Tables A.1 and B.1 are used for non-community MHE assignments; A.2 and B.2 are used for MHE community assignments.

The categories used are as follows:

Activity Name	NSC Charleston, Puget Sound or Norfolk
Functional Location	Receiving, Storage, Packing & Shipping, or Central*
Type of MHE	4k, 6k, 10k or larger forklifts, crane, sideloader or straddle truck
Number of MHE	numeric MHE value assigned to designated functional location
Percent Utilization	of each MHE type assigned to each designated functional location or community of functional locations
In/Out Throughput	values in terms of number of pallets to be handled at each designated functional location
Total Number of MHE	summary of all assigned and available MHE per Main Supply activity functional locations
Overall Utilization	based upon the average utilization of all MHEs operating in all the Main Supply functional locations
MHE Adjustment	percent MHE decrease relative to initial values/functional location
Material Inputs	increases in Received, Issued and Tenant material (pallets) inputs to the Main Supply system

^{*} MHE available to all functional locations.

Table A.1. Non-community MHE adjustments.

						í					Throughout	נויטו			•			(3		MHE	MHE Adjust	#
Activity	Funct	Type	~ -	NO. OF		Ţ 」	Percent Utiliz.	!		드			ort O	1	9 5	of MHE	ı	, ,	Ziliz Giliz	í	<u>a</u> 5	(percent decrease)	. 1
		!	, no	م	٥	rs	م	ပ	æ	q	٥	80	۵	ပ	æ	۵	ű	42	ام	٥		ام	۱٥
Charleston	Recv	4kfi	16	16	16	58	62	62	396	396	396	591	584	287	90	83	11	88	8	53	0	0	0
	P&S	4kfi	6	15	9	3	42	88	273	281	277	295	277	88							0	24	&
		6kfl	ဖ	4	ო	33	45	59															
	Stor	4kfi	ಜ	52	52	37	51	51	947	940	626	944	954	945							0	27	27
		6ktl	4	5	5	98	53	51															
		10kfl	8	-	-	က	2	2															
		Crane	-	-	-	75	75	75															
		ઝ	7	-	-	9	13	13															
	Central	ST	13	5	5	42	46	49	1		1	,	,	1				ļ		-	0	ချ	ଛ
Puget	Recv	4kfi	5	5	5	8	99	99	198	198	198	297	297	297	23	84	42	£3	જ	88	0	0	0
Sound	P&S	4kfl	Ξ	œ	9	98	47	65	139	159	135	165	165	161							0	2	43
		6kfl	က	က	8	\$	46	88															
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		SF	ღ	8	2	က	\$	2															
	Central	ST	۰	٥	۰																	1	1
Norfolk	Recv	4Kfl	121	121	١	6	29	1	2706	5706	1	4159	4066	ı	725	535	i	4	6	1	0	0	ŀ
	Pes	4kfi	137	11	t	31	ß	ı	1933	1933	١	1837	1972	ŀ							0	4	1
		6kfi	45	52	١	31	49	1															
	Stor	4 #	248	186	1	88	ß	ī	299	6585	ı	6494	6584	1							0	88	1
		6kfi	105	2	I	37	51	1															
		10kfl	92	13	1	က	9	1															
		Crane	13	13	I	22	7	i															
		ร	8	~	1	8	23	ī															
	Central	St	88	88	-	ا م	8	1			1	1	1	1		į							\Box

Table A.2. Community MHE adjustments.

Table B.1. Non-community material adjustments.

C 2 2 6 C 2 6 C 2 6 C C 2 6 C C 6 C C C C C C	Type MHE	No. of	ļ	Percent Utiliz	_		Ē	Throughput	port	ŏ	ı	Total No.	0	Overall Utiliz	1	Input	Material Inputs (Patiets)	_ I
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196 1428 944 1152 1379 1028 1254 32 32 32 32 32 32 32 3	4kfi 19 31 38		88		4	273	338	380	282	347	423						009	8
24 32 Summary 947 1160 1428 944 1152 1379 198 242 286 297 363 323 57 43 53 60 261 311 198 242 286 297 363 323 57 43 53 60 261 311 199 208 256 165 216 264 234 678 781 538 669 793 2706 3344 3960 4159 4663 3957 725 40 49 55 3453 4250 1933 2455 2896 1837 2459 3191 26567 8030 8871 6494 7804 8995 116 200 2170 300 261 311 218 200 218 350 450 218 350 450 218 350 261 311 22 200 23 2455 2896 1837 2459 3191 2450 2895 1895 1895																•	nants	
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1933 2455 2896 1837 2459 3191 Summary 6567 8030 8871 6494 7804 8995 T117 8995 T117 8950 10	11 26 40		9		g	90	Š	990	191	9	790						pens:	8
534 678 781 538 669 793 572 573 726 2706 3344 3960 4159 4663 3957 725 40 49 55 3453 4250 1933 2455 2896 1837 2459 3191 784 200 8871 6494 7804 8995 7117 8950	8	Ď.			8	<u> </u>	8	8	8	9	•						nants	3
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7.5 ANALYSIS

The following tables represent the average daily (8 hours) simulated interrelationships of MHE and material (pallets and heavy bulky) performed by the NSC Puget Sound, NSC Charleston, and NSC Norfolk Main Supply functions.

The material and MHE baseline data used for Charleston were based on discussions with knowledgeable personnel and on time and motion data acquired while visiting that activity. The MHE baseline data used for NSC Puget Sound and NSC Norfolk were extracted from the Navy Ships Parts Control Center, Ashore Activity Verification and Allowance Listing, SPCC-5230/181 (Rev 1-87). The baseline data used for Puget Sound and Norfolk are proportional to their amounts of MHE in relation to those of Charleston and were developed from Charleston's amount of baseline material.

The data exhibited in these tables represent variations in numbers of MHE (decreases) assigned to functional locations (Tables A.1 and A.2) and to the amounts of material handled by MHE (increases) at each of the functional locations (Tables B.1 and B.2). Tables A.1 and B.1 represent non-community MHE functional assignments. Tables A.2 and B.2 represent community functional assignments. The data under the letters a, b, and c are taken from the initial and ensuing simulation runs.

7.6 RESULTS

7.6.1 Decreased MHE Availability

- 7.6.1.1 Non-community. MHE reductions were implemented at all but the Receiving functional locations. This reduction was due to the relatively high MHE utilization values (compared to those of the other functional locations) that already existed at each activity, Receiving function. Reductions in the numbers of assigned MHE as simulation inputs were substantial (see Tables A.1 and A.2).
 - (a) Material Throughput The reduced numbers of MHE assigned to the activity functional locations for the various simulation runs caused minimal to no effect on restricting the flow of material within and between functional locations.
 - (b) MHE Functional Location Utilization As the numbers of MHE were decreased, the percent of MHE utilization increased by a proportional amount for all the activities' functions. There was minor (at Norfolk) to no deviation from this inversely proportional relationship.
 - (c) Overall MHE Utilization The overall decrease in the number of MHE compared to the percent of MHE utilization held true for the Main Supply Systems of all the activities.

7.6.1.2 Community.

- (a) Material Throughput The effects of decreasing the numbers of MHE on activity functional location throughput input and output values were very minor.
- (b) MHE Functional Location Utilization The decrease in numbers of MHE was proportional to the increase in MHE utilization per

- functional location for all the activities. There was a small variation from this correspondence at Norfolk's Packing and Shipping functional location.
- (c) Overall MHE Utilization The inverse proportional relationship between the overall numbers of MHE assigned and MHE utilized held true for all the activities' Main Supply Systems.

7.6.1.3 Non-community vs. Community Comparisons.

- (a) Material Throughput The non-community and community MHE arrangements were compared by summing the Receiving and Packing and Shipping functional throughput input values. This same comparison was made for the material throughput output values. No significant differences were noted between the MHE non-community and community arrangements.
- (b) MHE Functional Utilization The differences between the non-community and community MHE assignments were found at their Receiving and Packing and Shipping functional locations. For either arrangement a decrease in the numbers of MHE resulted in a corresponding increase in the percent of utilization of MHE; therefore, a comparative analysis was performed in the following steps:
 - For each non-community simulation run, the product of the number of MHE and its associated percent of MHE utilization was determined, first for the Receiving and then for the Packing and Shipping functions.
 - These two values were added, giving a cumulative Receiving/Packing and Shipping MHE utilization.
 - For each community simulation run, the products of the number of MHE assigned to the common Receiving/Packing and Shipping pool and the associated percent of MHE utilization was determined.
 - These non-community and community MHE utilization values (for the same activity and levels of assigned MHE) were compared. No significant differences were found.
- (c) Overall MHE Utilization The products of the overall number of assigned MHE and overall percent of utilization were determined for each pair of corresponding activity simulation runs. No significant differences were found.

7.6.2 Increased Material Inputs

The effects of increased amounts of material to be handled by an activity could be of major concern. These variations might be due to changes in mission assignment or contingency level.

Material adjustments were made solely to the numbers of pallets because they made up approximately 90% of the total amount of material handled by the activities. Adjusted material inputs were categorized as follows:

Received — Inputs coming into the activity from outside the Main Supply System, including material coming into the Receiving functional location for handling and material going directly to Storage (after the processing of the

associated paperwork at the Receiving functional location).

Issued — Material issued from the Storage functional location (warehouses) and destined for either on-station or off-station users.

Tenants — Material being sent from on-station users (tenants) to off-station users via the Packing and Shipping functional location.

7.6.2.1 Non-community.

while conditions received recipies and consistent resistances.

- (a) Material Throughput Approximately 25% increases (relative to the initial values) in the amounts of palletized material handled by the Main Supply Systems caused minimal change to the throughput "in" and "out" functional values. However, when the amounts of material inputs were increased by more than 50%, the material flow was inhibited.
- (b) MHE Functional Location Utilization As the material inputs were increased, the percent of MHE utilization increased by a proportional amount at the Packing and Shipping and Storage functional locations. The percent of utilization saturation point appears to have been reached at the Receiving function (for all the activities) when the material inputs were increased by about 25%.
- (c) Overall MHE Utilization The overall utilization increased proportionately to the percent of material input values; however, the percent of utilization did not increase as much as the percent of material inputs for values of about 25%.

7.6.2.2 *Community*.

- (a) Material Throughput The effects of significant increases in the amounts of material on the "in" to "out" throughput ratio appear to be minor for all the activities functional locations.
- (b) MHE Functional Location Utilization The increases in the amounts of material inputs were proportional to the increases in MHE utilization at all the activities' functional locations.
- (c) Overall MHE Utilization The overall MHE utilization increases were directly proportional to the material input increases for all the activities.

7.6.2.3 Non-community vs. Community Comparisons.

- (a) Material Throughout There was no significant difference or advantage in either the non-community or community MHE arrangement when the material input increases were approximately 25%. However, when the amounts of material input were increased by more than 50%, a material flow constraint developed at the non-community Receiving functional locations. This situation does not exist with the community arrangement.
- (b) MHE Functional Location Utilization When the material inputs increased by more than 50%, MHE utilization went to maximum (approximately 75%) for all the non-community Receiving functional locations. This situation did not occur for the community MHE

- arrangements. The MHE available at the Packing and Shipping in the community pool arrangement absorbed the effects of the increased material flow.
- (c) Overall MHE Utilization Comparison of the non-community and community MHE arrangements indicates minor MHE utilization differences when the material input increases were held to approximately 25% for all the activities. However, when the material inputs were greater than 50%, a relatively greater percent of MHE utilization was noted at all the community arrangements because the utilization at non-community Receiving functions (at all activities) had reached maximum.

APPENDIX A
MAIN SUPPLY MODEL SAMPLE RUN

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VER. 1.3	NTS	H ARE AVAILABLE	COMMUNICATION OF A STATE OF THE	FORKLIFT FROM HOT CARGO AKEA/OFFICE		THE CIN MINUTESS FOR A 4K OF OR FURKLIPE	O SOUL A FALLET FROM SICRAGE C RAFA74E1 TO TEMPERARY CTAGING		TIME (IN MINUTES) FUP A 4K OR 6K FORKL	TRANSIT FP	STACING (TAGAZINE) TO PACKING AND	DAIPPING (BEAPONS ASSESSED AKHAN	TO BE TRUCKED FROM PACKING AND SHIPPING	CHEAPONS ASSEMBLY AKEA) TO HUT CARGO		TIME (IN PINCHES) FOR A 4K OK OK FORKLIFT	DICENTAL SIG	NO VARENCIS	S) FOL A TR	- FC TERPORARY STAGING CINERT MEAPONS	BONG BUILD	MININIM NUMBER OF PALLETS REQUIRED FOR	E TRUCK	MAXIMUM NUMBER OF PALLETS THAT STRADOLE	2131161	FOR USE OF FLATBED TRUCK	MAXING NUMBER OF PALLETS THAT	CAN CARRY	SI FOR A 4K	E PALLET FO	NATION A AND CA	WARFHOUSE AND BOMB BUILDUP AREA	TIME (IN MINUTES) FOR A 30K SIDELDADER	BERT INER!	S) FOR A 4K	ET FROM A M	A TRUCK	THE LIN FINGLESS THE A LACKY TO TRANSPORT RACESTARY TO		TIME (IN MINUTES) FOR A TRUCK	IO TRANSII FRUM BURU BUILDUM IO MOT CAREG ABRA	TIME (IN MINUTES) FOR A 4K SIDELOADER	TO MOVE A LOAD FPON THE MAGAZINE TO	TIME (IN MINULES) FUR STRADDLE TRUCK	TRANSIT FROM INERT WEAPONS WAREHOUSE	UF AREA
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26	NL * 20		RSFLEAA+SSFLBAA									277
5 5 6	PRODA	VAFIABLE	hx s0ve7[(1, P1) + #x s0vu7[(2, P1)	JUNCS X	2, P.1)							278
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	•	Receive	HE AT HOUR SPECI	FIED IN C	OLUMN 1							269
	•	COLUPN 3	. HOLKS AT MHIC	H JEHICLE	S ABRIVE	I I	101 CA	CARGO AREA/OFFI	EA/OF	FICE		290
	•	CARLYIN	C LIVE EXPLOSIVE	2		•						291
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		JFF-51	DEFENDING USERS (INERT MARRIESE ADARCEM) TO PACKING	PT MAREH	USE AD 4/	CENT	10 PA		340			296
	•	SHIPPING	ING) :			297
	*	COLUPA 6	COLUPA 6 - NUMBER OF ISSUE DOCUMENTS ARRIVING AT INERT WAREHOUSE	UE DOCUME	NTS ARE	IV ING	AT IN	EET VA	REHOU	SE		962
	•	4T MOUF	SPECIFIED IN CO	LUMN 5 C	OR INER	T TAFE	HOUSE	ADJAC	ENT			299
	•	TG PAC	KING AND SHIPPIN	3	,			,				300
	•	COLUPM 7	- MOURS AT WHIC	H ISSUE	CONENT	AERI	VE AT	INERT WAREHOUSE	WARE	HOUSE		301
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	•	AREA/OF	FICE FOR LIVE EN	PLOSIVE 8	ULK HATE	ERIAL	(PALL	ETIZED	_			308
	•	94109	GOING TO CFF-STATION USERS	SERS								309
	•	240100	O - PUNBER OF 15	SUE DOCL	ENTS API	S VING	I	OT CAR	9			310
	•	ANEA/UF	FICE AT 4008 SPE	CIFIED IN	COLUMN	•						311
	• •	T MESTER	THE TOUCH AND THE TENT	EYING HAT	SE IAI TO	7 PK	7 4 5 7	7 1MEM				312
	•	CONSOL	CONSOLICATION STAGING (BONG FUILDUP AREA)	(BOME EV)	LOUP AR	[V])				314
	•	(DE SC	(DESCRIBED IN MMSTBLB(5,1), MMSTBLB(5,2), MMSTBLB(5,3)	(5,11), M	ISTOLDIS,	123, H	HSTBL	8(5,3)				315
	•	OXY	MHSTBL 8(5,4))									316
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		TOTAL SECTION OF THE PROPERTY	SE AT MOUN SPECI	CH JANIE	OCCURENT	1	4 47	THOT	CAPCO			976
	•	AKEA/UF	AREA/DEFICE SPECIFIEMS PATERIAL (LIVE EXPLOSIVES) TO DE MO	PATERIAL	(LIVE E)	KPLOS I	VEST	10 BE	MOVED			350
	•	FROM H	AGAZINES TO, BONG	BUILDEP	AREA							321
	•	(0650	KIBED IN MMSTBLB	(5,5) AND	PHSTRL	3(5,6)	_					325
	• •	COLUMN	4 . NUMBER OF IS	SUE DOCU	ENTS ARE	SIVING	ATH	CT CAR	09			323
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•		30 1 102	HOLI CONTAINS DATA FOR TRUCKS ARRIVING AT MEAPONS MATERIAL	TRUCKS AR	RIVING	11 WEA	SKOP	MATERI	A L			326
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ີ່ວ	J. o Go Eo Fo Go Ho Lo J	6 OF PALLETS	LUADS ARE UN	TOPON PRE NOTAL	K ON TRUCK	T OF ROALFOR	S CATA FOR L	CARGO IS CON	CARGO IS NOT	LOACS ARE ON	LOADS ARE NO	S DATA FOR 1	F-STATION US	B OF PALLETS	KING AND SHI	F CF PALLETS Case when in	KING AND SHI	SPECIFYING (F-STATION US	S 1, 2, 3 AP	NERT MEAPONS Solidation S	A CF FORKLIP	F OF NON-FOR	R OF KON-FOR	HOT CARGO A	FAGAZINES TO R OF FORKLIF	K OF NON-FO	A OF FORKLIF	R OF NON-FOR	ASSEMBLY OF	ASSEMBLY OF	R OF MOX-FOR	R OF ASSEMBL	9	- X	OUTSICE WARE	
0000	LKATION ARBS	12.	1,31 • 1 16	1 2 3 1 0 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	• 61	38504 • [C.]	L Z CONTAIN	431 CA#60 AF	(41) = 0 IF	1,3) • 1 16	2.4) = 0 IF	NA 3 CONTAIN	601NG 10 0F	IAI) - NUMBE) ¥ d	1,2) - NURAE 146	D 4 C	IA 4 CUNIAIN IREA/OFFICE	GEING TO OF	NA S (COLUMN	PIVING AT I	S.13 - NURRE	1,2) - NUMBE	SA CCLIME	RRIVING AT	COINC PROF	Pa Cambra	1,1) - NUMBE	1521 - NUMBE	USED IN THE	JSEC IN THE	14) - NUMBE	I. 5) • NURSE	A TATAL A TATAL	1) - NUME Terial Re		
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14. MD. 200	BLOCK MURBER •L		• •	• •	•	• •	•	••	• •	•	• •	• (•	• •	•	• •	•	• •	• •	•	• •	•	• •	• •	• •	• •	•	•	•	• •	•	•	• •		• •	•	
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		6 P S S	20084 GPSS V/60GU			CRM 6PSS V/6000	0009/1	VE#	VEP. 1.3	PSR 526	926	04/14/67	06.10.01.	9944
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	• •		. 12C) .	ACCUMI.	ULATED N	UNBER OF	(1,2C) - ACCUMULATIO NUMBER OF NOM-FORKLIFTABLE INLRT LDADS L AVING IN: N. TARHOUSE GOING TO BOMB RUILOUP AREA FOR	LIFT.	BLE IN	A FOR	DADS			550
	• (46 APOA	SNCO SN	MEAPONS CONSOLIDATION	(40 (303)A)	WEAPONG CONSOLIDATION (303 1%)		4 47.2	20101	2			555 553
	• •		L SAAC J	125066	FRUM AAG	AZ INES G	LOACS ISSULG FROM AAGAZIMES GOING IL BLUB BUILDUP ARLA FOR		UTLDUP	1	F 0.4			924
	• •	_	#EK#J#	ACCUPA	CLIDALIU CLATED N	4 1302 Umber of	MEANJAS CONSCIONITOM 1302 JM) (1,22) - ACCUMULATED NUMBER OF NOM-FORKLIFTABLE LIVE EXPLOSIVE	ILIFT.	1916 11	VE EN	PLOSIV			556
	•		LOACS	ISSUET	FPCM NAS	AZ INES 6	LUATS ISSUET FROM MASAZINES GEING TO COMB BUILDUP AREA FOR	940	10110	AREA	3			557
	• •		15 APON (1.5 APON)	ACCENT	ANAPONS CONSTITUTATION (302 IN) "AB) - ACCLEDIATED NUMBER OF FOI	4 1302 Umber CF	FORKLIFT	ABLE	1 1 1 6	XP LOS	3/1			9 2 6
	•		LOACS	LI AV INC	MAGA Z I N	ES GOING	LOACS L'AVINC MAGAZINES GOING TO BOMB BUILDUP AREA FOR	9015	UP ARE	A F08				960
	••	_	461909	TO CONST	OLIDATIO ULATEL N	N 1302 Umber de	CCT)	CLIFT.	ופרב רז	<u>ب</u>				295
	•		EXPLOSI	1 VE 1 DA	DS LEAVE	MG MAGAZ	EXPLOSIVE LOADS LEAVING MAGAZINES GUING TO BOMB BUILDUP	2 10	8048	מוומ	•			563
	• •		4KLA	FOR WEAL	PUNS CON	UMBER OF	ARLA FOR BEAPONS CONSULTABLES (302 DOLS) (1.25) - ACCUMULATED NUMBER OF FORKLIFTABLE LIVE EXPLOSIVE	ABLE	LIVE	XPL05	1 V E			5 6 6
	•		10465	SMINO	HCB OTHE	DOILOU	COACS COMING INTO BOND BUILDUP AREA FROM MACAZINES FOR	20.	6421NE	S FO	_			566 367
	• •	_	46APUF (1,26) -	ACCUPI	AEAPONS CONSULIDATION 1303 INT 226) = ACCUPULATED NUMBER OF NO	SABER OF	deapons consultanton (303 IN) (1,26) - Accubulated number of non-forkliftable live explosive	IL IFT	IBLE LI	VE EX	PLOSIV			
	•		LOACS	CONTNE	1NTO 80M	פתורםת	LOADS COMING INTO BOMB BUILDUF AREA FROM PAGAZINES FOR	101	CAZINE	S F04				269
	• •		4EAPO!		OC 104110	N (303	IN) FORKLIF	A 8 L E	CONSOL	ICATE	٥			32
	•		AFONS	CPALL	LTS) LEA	VING SON	ALAFONS (PALLETS) LEAVING SOME BUILDUP AREA GOING TO	Afr	FOING	2	<u>.</u>			572
	• •		- K-NO	O NCITA	SERS (3	D3 DDT) UMBER OF	NON-FOR	CL LET.	TELE CO	N SOL J	DATED			220
	•		WEAPON	S LEAVI	NG 80MS	80 11 0UP	WEAPONS LEAVING BOMS BUILDUP AREA GOINE TO GN-STATION USERS	10	CN-57	110	USERS			575
	• •		(303 EUT)	DUT) - Accum	LLATEC N	UN BER DF	FORKLIF	ABLE	COMSOL	TAGE	0			576
	•		WI A FON	CPALL	ETS) LEA	VING BON	MAPONS (PALLETS) LEAVING BORP BUILDUP AREA GOING TO	ARE	94109 1	10				578 578
	• •		356-5	NCILAT	USERS C	303 UUT) Umber of	JFF-STATION USERS (303 UUT) (1,30) - ACCURLLATED NUMBER OF NON-FORKLIFTABLE CONSOLIDATED	CL IFT.	IBLE CC	INSOL 1	DATED			200
			LEAFON.	LEAVI	NG 80M8	BUILDUP	AREA GUII	ic 10	JFF51	AT IO	USERS			587 587
	4444	Ī	MATEIX NE	He 10, 30	30	- X	THROLGHPUT MATPIX, VALUES ARE	TPIX	* **	ES 41	<u></u>			563
	•	,	CUMULAT	I VE OVE	R TIME.	THE VAL	LES IN T	# F1	ST RO	ARE	F08			204
	• •		THC FILE	¥ 9 LS4	GURS OF	LACK RECK	THE VALUE	2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7			THE			0 0 0 0 0 0
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			\$ 3 2 3	EACH ST	UCCESSIV ATIVE OF	THE S11	CA, EACH SUCCESSIVE ROW GIVING CUMULATIVE VALUES PROPERTYLINE OF THE SITUATION AFTER THE PASSAGE OF	LATI	7E VALL	SAGE	90			9 0 0 0 0
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	• •	ביר טאים			LATEG IN Iftable	LCAOS CO	ACCUMULATED INER! INPUT MATERIAL BY NOTHER OF FUNKLIFTABLE LOADS COFING INTO WEAPONS MATERIAL	L WEA	NOR AL	TERI				265
	•				IVING AY	VEHICLE	RECEIVING OF VEHICLE (301 IN)	7		;				543
	• •	KW0 100	UNN 2 .		LATED IN Draifta	EKT INPL Ble LGAD	IT MATERIA	IN BY	ACAPOR	. OF	ERIAL			595
	•			RECE	IVING BY	VEHICLE	RECEIVED VEHICLE (301 IN)	=						296
		CCLUMN	UNN 3 .		COMING	MOER OF	LIVE CAP	1051V	FORKLIF VEHICLE	16 TAI				598 598
	•			(301	I G		(301 1N)							265
	• •	נא	ב שרטונט		LATEU MU	MUER OF INTO HO	ACCUMULATED AUMBER OF LIVE EXPLOSIVE NON-FORKLIFTABLE LUADS CORING INTO MOT CARGO AREA BY VEHICLE	LCSIV	F MON-1	ORKL.	FTABLE			600 601
	•			(30)	î.						;			209
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1 (CARU 270) - HGUBS TAUCKS ARRIVE AT RECEIVING CARNYING LIGHT ELLEKYBOXES
2 (CARU 273) - NUMBER OF TALCKS ARRIVERG AT HOURS SPECIFIED IN CELUMN 1
3 (CARD 271) - HGUBS THUCKS ARRIVE AT FECETAING CARRYING FOOLYHARABORUS (PALLETS)
4 (CARD 271) - HGUBS THUCKS ARRIVERG AT HOURS SPECIFIED IN COLUMN 3
5 (CARD 221) - HGUBS TRUCKS ARRIVERG AT HGUBS SPECIFIED IN COLUMN 5
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6 (CARU 201) - HGUBS ISSUE DEJUMENTS ARRIVERG AT HGUBS SPECIFIED IN COLUMN 7
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CCLUMN 2'- NÜRPIB EF PALLITS FEJR RECETVING TJ PACKING AND SHIPPING (TRANSSHIPMENT) (CARD 598) CCLUMR 3 - NUMBER UF PALLITS FROM PECFINING FJ CTP (CAFD 50c) SCIENN 4 - NUMPER OF PILLITE FFJR WELLIVING TJ WAREMOUS) - (CARD CUED) DUTPUTS FACE RECOIVINGS

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COLUMA 11 - NUMBLE OF NON-FLONGATED HEAVY BLIKY INTO WAREHOUSE RINS (CARL 626)

COLUMA 12 - NUMBLE OF NIAVY 9ILKY STOKED CUTSIOK WAMEHOUSE (CAPE 624)

(CAPO 642) (CARD 663) PALLITS FROM WAPEHOUSE TO BE ISSUED (CARD 631) HEAVY BULKY FROP WAREHOUSE TO BE ISSUEW FOR DEF-STATION HEAVY SELKY FROM WAPEHOUSE TO BE ISSUED FIF DN-STATION COLUMN 14 * NUMBER OF COLUMN 15 * NUMBER OF COLUMN 16 * NUMBER OF INPUTS TO ISSUINGE

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COLUMN 19 * NUMBER OF PALLETS ISSUED FROM WARFHOUSE TO GEF-STATIGN USE (CARD 645)
COLUMN 20 * NUMBER OF PALLETS FROM WARFHOUSE TO GE ISSUED FOR ON-STATION VIA STRADDLE TRUCK (CARD 657)
COLUMN 21 * NUMBER OF PALLETS FROM WARFHOUSE TO GE ISSUED FOR ON-STATION VIA STRADDLE TRUCK (CARD 657)
COLUMN 23 * NUMBER OF LADWOATE HARVY PULKY ISSUED FROM WARFHOUSE TO GN-STATION USERS (CARD 669)
COLUMN 23 * NUMBER OF MON-ELOFGATED HEAVY BULKY ISSUED FROM WARFHOUSE TO TH-STATION USERS (CARD 669)

COLUMN 25 - NUMBER OF PALLITS FROM RECEIVING INTO PACKING AND SHIPPING (TRANSSHIPMENT) (CARD 602)
COLUMN 26 - KUPB. F OF PALLITS FROM TANKING INTO PACKING AND SHIPPING 612 51*ADDLE TRUCK (CARD 677)
COLUMN 27 - NUMPER OF FALLETS FROM FAREMOUSE INTO PACKING AND SHIPPING 612 STRADDLE TRUCK (CARD 677)
COLUMN 2* - NUMBER OF FALLETS INTO PACKING AND SHIPPING FROM WAREHOUSE (CAFD 600) INPLIE TO PACKING AND SHIPPINGS

COLUMN 20 - NUMBER OF HON-CONTAINERIZED PALLETS FFOR PACKING AND SHIPPING TO OFF-STATION (CARU 651) COLUMN 30 - NUMBER OF CONTAINERIZED FALLETS FAUP PACKING AND SHIPFING TO CFF-STATION (CAPD 654) ILTPUTS FROM PACKING AND SAIPPINGS

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SHIPPIRG (TRANSSHIPMENT) (CARD 596) COLUMN 2.* NUMBER OF PALLETS FROM PECCENTING TO PACKING AFT SMEPTER COLUMN 3 * NUMBER OF PALLETS FROM RECEIVING TO GIO (CARG AGG)
COLUMN 4 * NUMBER OF PALLETS FROM RECEIVING TO WAK, MOUST (CARU 60A) JUTPITS IFUR A. CFININGS

COLUMN 5 - NUMBER OF PALLETS FROM RECEIVING APPINING AT WARLHOUSE (CARD 611)
COLUMN C - NUMBER OF ELDWEATEL HEAVY BILKY COING INTO WARTHUSE (CARC 617)
COLUMN T - NUMBER OF ALAY HURY STORE FORT INTO WARTHUSE (CARC 619)
COLUMN C - NUMBER OF ALAY HURY STORE FORTSTORE (CARE 621)
COLUMN G - NUMBER OF PALLETS IF FOOD FROM NECTIVING INTO WARHOUSE (CAPE 621)

COLUMN IO « NUMBER DF PALLETS INTO WAFFHOLSE BINS (CARD 614)
CULUMN II « NUMBER DF FLUMGATED MEANY EULKY INTO WAS (MULSE BINS (CAPG 623)
COLUMN II « NUMBER DF NOM-ELDRGATED MEANY BULKY INTO WAFFHOUSE EINS (CARD 626)
COLUMN AB « NUMBER DF NANY BULKY STORED OUTSING MARFHOLSE (CARD 629) JUTPUTS PYON STURAGER

(CARD 542) PALLETS FROM WAPEHOUSE (3) WE ISSULD. (CAKE 031)
HEAVY BILKY FROM WAREHOUSE TO BE ISSUED FOR DEF-STATION
HEAVY GILKY FROM WAGEHOUSE TO B. ISSUED FOR ON-STATION 666 COLUMN 14 - NUMBER COLUMN 15 - NUMBER COLUMN 16 - NUMBER C INPUTS TO ISSUINGS

PALLETS ISSUED FROM JANE HOUSE TE FACKING AND SHIPPING VIA TRUCK (CARD 634)
FALLETS ISSUED FROM JAF HOUSE TO PACKING AND SHIPPING VIA STRADLE TRUCK (CARD 636)
HEAVY SHLEYT ISSUED FROM JAPHOUSE TO 0FF-STATION USEN (CARD 645)
FALLETS FROM JARKHOUSE TO PE ISSUED FGG ON-STATION VIA STRADCLE TRUCK (CARD 657)
FALLETS FROM JARKHOUSE TO BE ISSUED FGG ON-STATION VIA TRUCK (CARD 660)
ILONGATEN HEAVY RUKKY ISSUED FGG NAREHOUSE TO ON-STATION USERS (CARD 666)
HGAVY SHLKY ISSUED FFGD USSUED FGG NAREHOUSE TO ON-STATION USERS (CARD 666) JULPULL PARM ISSUINCE
CCLUPE 17 - NUMBER OF PR
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CCLUM 24 - NUMBER OF PR

677) (CARD DE PALLETS FROM RICLIVING INTO PACKING AND SHIPPING (TRANSSHIPMENT) (C DE PALLETS FROM TEMANTS TO PACKING AND SHIPPING (CARD 64R) TE PALLETS FROM MARIHOLSE INTO PACKING AND SHIPPING VIA STRADDLE TRUCK DE PALLETS INTO PACKINC AND SHIPPING FROM MAKHOUSS! (CAKC 680) 25 - NUMBER 26 - 27 - NUMBER 9 Se a NUMBER 440100 001048 CHUNN

) SHIPPING: Non-Contain: Rized Pallets "Pon Packing and Shipping to off-Station (Card Containkpized Fallets Fusy Packing and Shipping to off-Station (Capo 654) J. 1. 3 5 - NUFFIE AUNBER 4012 5 COLUMN 30 COLUMA JUTFUTS

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MHE EGUIFMENT UTILIZATION (NAVAL SUPPLY CENTER, CHARLESTON)

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TOTAL NUMBLE CF TIMES USED	LNTFIES	613	692	262	474	165	•	13	74	25
t 1 1 t 1 2 a 1 1 U b	AVERAGE UTILIZATION	0.577	0.369	23E 0	0,310	0.329	0.025	0.750	0.050	0.416
PVEN BOL NEMER USED	AVERAGE	5.235	12,190	4.975	5.635	1.975	C+050	0.4750	C.117	5.440
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TOTAL NUMBER OF PIÉCES OF EGUIPPENT - 105 CVEFALL UTILIZATION - 36 PIRCENT

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WATKIN TREA CENSISTS OF USER DEFINED INPUT VALUES. (DETAILS CARD NUMBERS IN THE MAIN PROCRAM LISTING)

CCLUMP I (CART 270) = HOUPS INUCRS ARSINE AT RECEIVING CARRYING LIGHT BULKY/BOXES Octuar 2 (Cart 273) = Nurber J- Trucks affilits at Mours Speciete in Column 1	LOTUMN 3 (CAFO 275) - HOUPS IMUCKS ARMINE AT RECEIVING CAFRYING FOCO/HAZAPOOUS (PALLETS)	JOLUMA 4 (CAP) 279) . NUMBER OF TAUCKS ARRIVING AT MOURS SPECIFIED IN COLLAN 3	COLUMN 5 (CARO 271) = HOUES 12UCKS AF41VE AT RECEIVING CAPRYING MEAVY FULKY	COLUMN 6 (CAFF 201) - NUNTER OF TRUCKS FRAIVING AT HOURS SPECIFIED IN COLUMN 5	COLUMN 7 (CARC 2(x) = HOUPS 18512 SULUMENTS ARRIVE AT WAREHOUSE (FOR PALLETS)	COLUMN 4 (CARC 240) + ACMOLE OF INSCHOOLOURINDS ARRIVING AT 460RS SPECIFIFO IN COLUMN 7	TODEN TITETH TECONO BERIEF BY BECKING AND CAMPOLISM	COLUMN 1G (CAPO 247) - NUMBER OF TRUCKS ARRIVING AT HOURS SPECIFIEC IN COLUMN 9	* HOURS ISSU- (GOURKNIS APRIVE AT MAKEHOUSE (FOR HEAVY BULKY TO OFF-STATION)	COLUMN 12 (CAF) 303) - NUMBER OF ISSUE GECKRENTS ARRIVING AT HEURS SPECIFIED IN COLUMN 11	COLUMN 13 (CAFO 305) - HOUPE ISSUE COCUMENTS ARRIVE AT MAREHOUSE (FOR HEAVY BULKY TO ON-STATION)	COLUMN 14 (CAFC 30-) = NUM3_E OF ISSU. CLCUPINIS ARRIVING AT MOURS SPECIFIED IN COLUMN 13
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COLUMN 2 - NUMPER OF PALLETS FROM PECFIVING TO PACKING AND SMIPPING (TRANSSMIPMENT) (CAND 594) COLUMN 3 - NUMPER OF PALLETS FROM PECFIVING TO PTO (CAND 600) CFLURN 4 - NUMPER OF PALLIS FROM NICLIVING TO WAS ADDEST (CAND 600)

CCLURE 5 - NUTRIN 3F PALL: 13 190P GECTIVING ARRIVING AT WARRHOUSE. (LAKG 611)
COLURE 6 - NUTRIC 2F LINGATCL HEAVY COUKT GOING INTO WARRHOUSE. (CARG 617)
COLURE 7 - NUTRIC 3F NUN-ELONGATCH HEAVY BUILKY GUING INTO WARRHOUSE. (CARG 619)
CCLURE F - NUTRIC 3F NUTRIC 3T30 FL UUTSID: WARLHOUSE. (CARG 621)
CGLURE 5 - NUTRIC 50 PALL 15 GF FOR FRO, IVING INTO WARRHOUSE. (CAPR 674)

BUTPUTS FROM STUPAGE

COLUMN 14 - NUMPER GF PALLITS FROM WARTHOUSE TO BE ISSUIL (CARG 631)
20LUNN 15 - JUMBER OF HEAVY BLIKY FROM WAREHOUSE TO BE ISSUED FOR DFF-STATION (CARD 642)
COLUMN 16 - JUMBER OF HEAVY BLIKY FROM WAREHOUSE TO BE ISSUED FOR ON-STATION (CARD 663) COLUMN 10 - NUMBER OF FALLETS INTO NAREHOUSE BINS (CARL C14)
COLUMN 11 - NUMBER OF ELINGATEC HEAVY BULKY INTO WAREHOUSE BINS (CARO 623)
COLUMN 12 - NUMBER OF NON-ELONGATEC HEAVY BULKY INTO NAFEHOUSE BINS (CARO 626)
COLUMN 13 - NUMBER OF H-AVY BULKY STORED CUTSION WAPEHUISE (CARO 629) LNPUTS 10 ISSUING:

LICULA IN WORDER OF FALLETS ISSUED FROM WARLHOUSE TO PECKING AND SHIPPING VIA TRUCK (CARD 634)

COLUMN 17 *** WUNDER OF PALLETS ISSUED FROM WARLHOUSE TO FE-STATION USER (CARD 645)

COLUMN 19 *** WUNDER OF PALLETS FROM WARLHOUSE TO BE ISSUED FOR DE-STATION VIA STRADDLE TRUCK (CARC 657)

COLUMN 21 *** WUNDER OF PALLETS FROM WARRHOUSE TO BE ISSUED FOR ON-STATION VIA TRUCK (CARC 667)

COLUMN 21 *** WUNDER OF PALLETS FROM WARRHOUSE TO PT ISSUED FROM ON-STATION VIA TRUCK (CARD 660)

COLUMN 23 *** WUNDER OF WINDER OF WIND HEAVY BUILKY ISSUED FROM WARRHOUSE TO UN-STATION USERS (CARD 660)

COLUMN 23 *** WUNDER OF WINDER OF WINDER OF WINDER OF WINDER TO UN-STATION USERS (CARD 660) JUTPUTS FROM ISSUINGS

(CAPE 677) COLUMN 25 - NUMBER DE PALLETS FROM RECEIVING INTO PACKING AND SHIPPING (TRANSSHIPMENT) (CARD 602) COLUMN 26 - NUMBER DE PALLETS FROM TEMANTS TO PACKING AND SHIPPING (CARD 648) COLUMN 27 - NUMBER DE PALLETS FROM MAKEMBUSE INTO PACKING AND SHIPPING VIA STRADDLE TRUCK (CAPE 6 CELUMN 28 - NUMBER OF PALLETS INTO PACKING AND SHIPPING (CARD 600) PACKING AND SHIPPINGS NAUTS TO

COLUMB 20 - NUMBLE OF MOLLCONTAINERIZED PALLETS FROM PACKING AND SHIFPING TO OFF-STATION (CARD (COLUMB 30 - NUMBER OF CONTAINERIZED PALLETS FROM PACKING AND SHIPPING TO OFF-STATION (CARD 654) AND SAIPPINGS ULTPUTS FEDM PACKING

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SHIP APPENDIX C SHIP OVERHAUL MODEL SAMPLE RUN

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PHE EQUIPPENT UTILIZATION (NAVAL AIR STATILI), JACKSONVILLE)

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OVERALL UTILIZATION .

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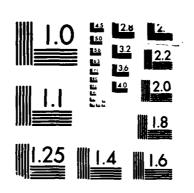
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NUMBER CURRENTLY IN USE	CURRENT	•	•	•	51	•	•	52	13
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TOTAL NUMBER OF TIMES USED	ENTRIES	622	614	914	9	0 0 7	02	150	75
UTILI2ATION	AVERAGE UTILIZATION	0.421	0.410	0.378	0.625	0.610	0.104	0.625	0.159
AVERAGE Number USED	AVERAGE CONTENTS	23.994	15.077	10.204	5.375	1.221	0.417	15.625	7.790
NUMBER Availarle	CAPACITY	52	36	27	27	~	•	52	3
EQUIPPENT	STOPAGE	4184	FLAA	FLCA	6314	CFEA	CREA	FLA6	F1.88

TOTAL NUMBER OF PIECES OF EQUIPMENT = 221 SVERALL UTILIZATION = 37 PERCENT

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APPENDIX D NETEDF

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EXPERIENCE CAPERATE PROPERTY OF THE STANDARD ARPANET EDITOR)

PROPERTY SHAPE

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PAGE 1 OF 20

DINSROC -- CERL -- BKY -- NETED

#### INTRODUCTION

NETED IS A TEXT ECITOR MODELED AFTER THE STANDARD ARPANET EDITOR. PT WAS ACQUIRED FROM ED FOURT OF LAWRENCE BERKELEY LARS, IMPLEMENTED AT DTNSRDC BY THE CONSTRUCTION ENGINEERING RESEARCH LABORATORY (CERL) COMPUTER SERVICES BRANCH, AND MAINTAINED BY DINSROC. WE SOLICIT YOUR COMMENTS AND SUGGESTIONS ABOUT NETED AND THIS WRITEUP.

NETED HAS SEVERAL ADVANTAGES OVER THE STANDARD INTERCOM EDITOR. THEY INCLUDE:

- 1. LOW'COST -- INFERENSIVE TO USE
- 2. DOES NOT REQUIRE LINE NUPBERING

- 3. ALLOWS THE MERGING OF FILES
  4. DOES NOT LIMIT THE SIZE OF SEARCH AND PEPLACEMENT STRINGS
  5. SUPPORTS FULL ASCII UPPER AND LOWER CASE FILES
  6. IS NOT A MULTI-USER-JOB, IF IT DOES HANG IT MAY BE ABORTED
  7. USES ONLY A SMALL AMOUNT OF MEMOPY (CURRENTLY LESS THAN 12K OCT)

NETER WOPKS IN TWO DISTINCT MODES -- INPUT MODE AND EDIT MODE. IN INPUT MODE, LINES READ FROM THE TERMINAL ARE ENTERED DIRECTLY INTO THE FILE. A LINE CONSISTING OF ONLY A PEPIOD HAS MEANING; THAT IS RETURN TO EDIT MODE.

IN EDIT MODE THERE ARE A NUMBER OF COMPANDS WHICH ALLOW YOU TO EASILY LOCATE LINES, ADD, DELETE, AND REPLACE LINES, CHANGE PARTS OF LINES, MOVE YOUR POINT OF INTERACTION WITH THE FILE ("THE POINTER"), INSERT AN ENTIPE FILE AT ANY POINT IN THE FILE YOU ARE EDITING, SAVE THE FILE YOU ARE EDITING, AND MAKE A COPY OF ALL OR PART OF THE FILE ON ANOTHER FILE.

### FHTERING NETED

NETED IS AVAILABLE ON THE DINSRDC CDC 6000 COMPUTERS. TO USE IT, YOU HUST FIRST ATTACH IT BY ENTERING!

ATTACH, NETED

EACH TIME YOU WISH TO ENTER NETED TYPE:

OR, NETED, LFN QP, NETED, LFN, CH-AS

TF YOU ENTER ONLY NETED, NETED WILL ASK YOU FOR THE NAME OF THE

NETED ALLOWS FILES TO HAVE A MAXIMUM LINE SIZE OF 140 CHARACTERS. TF THE FILE HAS LUNGER LINES. NETED WILL TRUNCATE THEY AND ISSUE A WARNING MESSAGE.

FOR EXTENSIVE EDITING OF VERY LARGE FILES, IT MAY BE NECESSARY TO INCREASE THE TIME LIMIT BEFORE ENTERING NETED. USE 'ETL, 'LIMIT'.

PAGE 2 DF 20

DINSPOC -- CERL -- BKY -- NETED

THE PRESENCE OF CH AS AS THE SECOND PAPAMETER ('ASCII') CAUSES NETED TO WORK IN ASCII MODE, WITH UPPER AND LOWER CASE CAPABILITY.
CHARACTERS EXIST IN THE FILE AS 7-BIT ASCII CHARACTERS (5 PER WORD, PIGHT-JUSTIFIED IN A 12-BIT BYTE).

#### WARNING

ASCIT HODE IS NOT COMPATIBLE WITH NORMAL MODEL YOU CANNOT MIX FILES OF DIFFERENT MODES. CURRENTLY, NETED IS THE ONLY SOFTWARE PRODUCT AVAILABLE TO US WHICH SUPPORTS ASCII MODE.

PROGRAM "ASCOC" ON LIBRARY "UTILITY" WILL CONVERT A NETED ASCII FILE TO COC DISPLAY CODE AND VICE VERSA. TO USE:

BEGIN, UTILITY, , ASCDC, INFILE, OUTFILE, TYPE, DUTPUT.

WHERE TYPE IS: AZC OF OMITTED - INFILE:ASCII; OUTFILE: DISFLAY CODE ANYTHING ELSE - INFILE:DISPLAY CODE; OUTFILE:ASCII

THE DDCUMENT FOR THIS PROGRAM MAY BE PRINTED WITH: BEGIN, DOCGET, , UTILITY, , ASCDC, DUTPUT.

FILES AND OPERATION

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THE FILE TO BE EDITED MUST BE A LOCAL FILE. IF IT IS AN ATTACHED PERHAMENT FILE, NETED WILL MOT ALLOW IT TO BE OVERWRITTEN. IF THE FILE DOES NOT EXIST, NETED WILL REQUEST IT (\*PF) WHEN IT IS WRITTEN.

### END-OF-PECORD AND END-OF-FILE

NETED EDITS FILES WHICH CONTAIN RECORD MARKS. WHEN A FILE IS BROUGHT UNDER NETED, EACH RECORD MARK IS TURNED INTO A LIME CONSISTING ONLY OF "EOR" (FOR END-OF-PECOPD), OR "EOF" (FOR END-OF-FILE). ON OUTPUT, EACH LINE OF THIS FORM ("EOR" OR "EOF") IS CONVERTED TO ITS EQUIVALENT RECORD MARK.

### ----FUNDAMENTALS

### THE POINTER

IN NETED, YOUR FILE IS CONCEIVED OF AS BEGINNING AT THE TOP AND EXTENDING TO THE BOTTOM, OR END. THERE IS A CONCEPTUAL POINTER, WHICH INDICATES THE CURRENT LINE IN THE FILE. IF YOU WISH TO ALTER A LINE, YOU MUST FIRST SET THE POINTER ON IT. WHEN YOU ADD A LINE, THE NEW LINE GOES AFTER THE CURRENT LINE AND THE NEW LINE ADDED BECOMES THE CURRENT LINE. THE NETED COMMAND STARTS YOU OFF WITH THE POINTER AT THE TOP OF YOUR FILE. WHEN YOU CHANGE BETWEEN INPUT AND EDIT MODE TIME EITHER DIRECTION - THE POINTER DOES NOT MOVE. TO SEE WHICH LIME THE POINTER IS ON, JUST TYPE 'P' (IN EDIT MODE).

THE FILE SHOULD NOT BE THOUGHT OF AS CIRCULAR, IN THAT THERE IS A REAL DIFFERENCE BETWEEN HAVING THE POINTER AT THE TOP OF THE FILE AND HAVING IT AT THE BOTTOM. THE TOP IS NOT THE NEXT POSITION AFTER THE ROTTOM.

PAGE 3 DF 20

DIMSRDC -- CEPL -- RKY -- NETED

MORE ON THE <BOTTOM> AND THE <TOP>

IN NETED, YOUR FILE CONTAINS TWO PSEUDO-LINES, THE STOP OF FILE, AND THE STOTTOM OF FILE, THESE REPRESENT THE POSITION OF THE POINTER WHEN IT LIES JUST IN FRONT OF THE FIRST LINE IN THE FILE, OR JUST AFTER THE LAST LINE IN THE FILE RESPECTIVELY. A LINE INSERTED WHEN THE POINTER IS AT THE TOP WILL GO IN FRONT OF THE PREVIOUS FIRST LINE -- A LINE ENTERED AT THE HOTTOM GOES AT THE END OF THE FILE. THE POINTER THEM POINTS TO THE LINE JUST ENTERED, AND THE BOTTOM WOULD BE JUST BELOW IT.

SINCE THE TOP AND BOTTOM POSITIONS ARE NOT REALLY LINES, EDIT MODE COMMANDS WHICH ATTEMPT TO CHANGE THEM MAVE NO EFFECT.

### TOGGLE SWITCHES

NETED HAS TWO COMMANDS BEST THOUGHT OF AS REVERSING THE POSITION OF TOGGLE SWITCHES. THE PERIOD IS AN EXAMPLE. IT SIMPLY SAYS "CHANGE MODES". THE MODE YOU GET DEPENDS UPON WHICH MODE WAS IN EFFECT WHEN THE COMMAND WAS ISSUED. ISSUING A TOGGLE—TYPE COMMAND TWICE JUST LEAVES THINGS AS THEY WERE. THE OTHER TOGGLE—TYPE COMMAND IS Y (TURNS ON AND OFF THE OPTIONAL PRINTING OF SOME COMMANDS). AND \* (TURNS ON AND OFF THE NETED PROMPT OF E> OR I>).

### TERMINAL DUTPUT -- OPTIONAL RESPONSES

MOST OF NETED'S EDIT COMMANDS PRODUCE SOME KIND OF PRINTING AT YOUR TERMINAL IN RESPONSE. NETED INSISTS UPON GIVING SOME OF THESE RESPONSES, BUT ALLOWS YOU TO DISABLE THE PRINTING OF OTHERS. THOSE WHICH CAM BE DISABLED ARE CALLED 'OPTIONAL RESPONSES'. THE PRINTING OR SUPPRESSING OF OPTIONAL RESPONSES IS CONTROLLED BY THE TOGGLE SWITCH COMMAND W. THE COMMANDS WHICH GENERATE OPTIONAL RESPONSES ARE THE MEXT, LUCATE, FIND, LUCATE BACKWARD, FIND BACKWARD, CHANGE, AND REPEAT CHANGE COMMANDS.

#### COMMAND FORMAT

IN EDIT MODE, METED WILL RECOGNIZE AND EXECUTE COMMANDS FROM THE LIST IN THE NEYT SECTION. THESE COMMANDS HAVE IN GENERAL THE FORM OF A LETTER IN COLUMN ONE FOLLOWED SOMETIMES BY PARAMETERS. A BLANK SPACE MUST SEPARATE THE LETTER FROM THE PARAMETERS ONLY IF THE PARAMETER STARTS WITH A LETTER, 7, ., OR .. OTHERWISE THEY MAY FOLLOW THE COMMAND IMMEDIATELY. PARAMETERS MAY BE INTEGERS OR ALPHANUMERIC TEXT. IN THE FOLLOWING DISCUSSION, X WILL INDICATE AN INTEGER PARAMETER, STRING WILL INDICATE A STRING OF TEXT. A "S" IS ALLOWED AS AN INTEGER PARAMETER, WHICH WILL FORCE MOST COMMANDS TO EXECUTE TO THE BOTTOM OF FILE. THE STRINGS MAY CONTAIN LEADING AND INTERNAL BLANKS, AND THESE BLANKS WILL BE SIGNIFICANT. FOR THE F, L, I. AND R COMMANDS, THE LEADING BLANKS START IN COLUMN 3. FOR THE F8 AND L8 COMMANDS, LEADING BLANKS START IN COLUMN 4. TRAILING BLANKS ARE NOT SIGNIFICANT IN ANY COMMAND. THERE IS NO SIZE LIMIT ON THE INTEGER PARAMETERS, AND IF OMITTED, THE DEFAULT VALUE IS 1.

### LINE LENGTH

IN METED, TEXT LINES, COMMANDS, AND PATTERNS MAY BE 140 CHARACTERS IN LENGTH.

### THPUT HODE

IN NETED'S INPUT MODE, EVEPY LINE ENTERED IS TAKEN TO BE A NEW LINE OF TEXT TO BE ACCED TO THE FILE AT THE CURPENT POSITION. THE POINTER TS ALWAYS AT THE LAST LINE OF TEXT ENTERED. THE ONE EXCEPTION IS THAT A LINE OF TEXT WHICH CONSISTS OF JUST A PERIOD IN COLUMN 1 IS TAKEN AS THE COMMAND TO LEAVE INPUT MODE. IF YOU ENTER EDIT MODE COMMANDS WHILE IN INPUT MODE, THE COMPANDS ARE ACCEPTED AS TEXT.

IF YOU ENTER LIMES IN EDIT MODE WITH THE I OR R COMMAND, THE FIRST TWO COLUMNS ARE TAKEN UP WITH THE COMMAND LETTER AND THE BLANK FOLLOWING. BECAUSE OF THE COMFUSION OF WHICH COLUMN YOU ARE IN, TABS WORK ONLY IN INPUT HODE, WHERE TWE COLUMNS YOU TYPE IN CORRESPOND TO THE COLUMNS IN THE TEXT.

### NOTE

IF A COMMAND SEEMS TO TAKE FOREVER TO GET EXECUTED, IT MAY BE THAT YOU ARE REALLY IN INPUT HODE. WHEN NETED ENTERS INPUT HODE IT TYPES 'INPUT' ON YOUR TERMINAL. IT SIGNIFIES EDIT MODE BY PRINTING 'EDIT'.

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### SUMMARY OF NETED EDIT HODE COMMANDS

THESE COMMANDS ARE EXPLAINED IN DETAIL IN THE FOLLOWING SECTIONS.

#### .. COMMANDS THAT ONLY HOVE THE POINTER ..

- MOVES THE POINTER DOWN X LINES. IF X IS OMITTED, THE POTNTER IS MOVED FORWARD ONE LINE. CURRENT LINE IS OPTICNALLY PRINTED. A NEGATIVE PARAMETER HOVES THE POINTER BACK TOWARD THE TOP.
- PPINTS & LINES AT YOUR TERMINAL BEGINNING WITH AND FOLLOWING THE CURPENT LINE. PX
- <STRING> MOVES POINTER DOWN TO THE NEXT LINE CONTAINING «STRING». <STRING> MOVES POINTER BACK TO THE LAST LINE CONTAINING «STRING».
- MOVES POINTER DOWN TO NEXT LINE BEGINNING WITH STRING. MOVES POINTER BACK TO LAST LINE BEGINNING WITH STRING. <STRING> FB <STRING>
- MOVES THE POINTER TO THE <TOP OF FILE>
- MOVES THE POINTER TO THE LAST LINE OF THE FILE AND OPTIONALLY PRINTS IT.
- ON THE 6600/6700, A LINE CONSISTING ONLY OF A CARPIAGE RETURN MOVES THE POINTER FORWARD ONE LINE AND PRINTS THE NEW LINE. SAME AS 'N 1°. (ON THE 6400, USE SPACE <CR>.) <CR>

### \*\* COMMANDS THAT ALTER LINES \*\*

### C /<STRING1>/<STRINGZ>/ X G

CHANGES 'STRING1' TO 'STRING2' IN THE NEXT F LINES
(INCLUDING THE CUPRENT LINE). IF THE OPTIONAL PARAMETER
G IS INCLUDED, EVERY DCCURRENCE OF 'STRING1' IS CHANGED
TO 'STRING2' IN ALL X LINES; IF THE G IS OMITTED, ONLY
THE FIRST OCCURPENCE IN EACH LINE IS CHANGED.

THE INTEGER PARAMETER X IS OPTIONAL; IF OMITTED, ONLY THE CURRENT LINE IS AFFECTED. INSTEAD OF THE SLASH(/), ANY CHARACTER NGT OCCURRING IN EITHER STRING MAY BE USED EXCEPT A BLANK, CHTRL-X, CHTRL-U, CHTRL-H, OR DEL.

- BOTH THE C AND RC COMMANDS MAY BE PREFIXED WITH A .T. NETED WILL THEN DISPLAY THE CHANGED LINE AND ASK FOR INSTRUCTIONS TO PROCEED. THE VALID RESPONSES ARE:

  - TO MAKE THE CHANGE TO MAKE THE CHANGE AND CONTINUE THE COMMAND WITHOUT QUESTION C
  - NO CHANGE BUT PROCEED WITH THE COMMAND
  - TO QUIT THE COMMAND NOW, WITHOUT CHANGE.
- REMEMBERS THE LAST /<STRING1>/<STRING2>/, AND REAPPLIES THE CHANGE TO THE CURRENT LINE. THE G IS OPTIONAL AS RC G ABOVE.

| DTMSRDC |  | CEPL |  | RKY |  | NETED |
|---------|--|------|--|-----|--|-------|
|---------|--|------|--|-----|--|-------|

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I STRING INSERTS STRING INTO THE FILE AS A NEW LINE AFTER THE CURRENT LINE, AND SETS THE POINTER TO THE INSERTED LINE.

D X

OFLETES Y LINES STARTING WITH THE CURRENT LINE AND
THE FOLLOWING X-1 LINES. DEFAULT IS 1 LINE. THE POINTER
IS MOVED TO THE LINE IN FRONT OF THE FIRST LINE DELETED.

OTOP DELETES ALL LIMES FROM THE TOP OF THE FILE DOWN TO THE CURRENT LIME.
THE POINTER POSITION IS LEFT UNCHANGED.

R <STRING> PEPLACES THE CURPENT LINE WITH <STRING>. <STRING> RECOMES THE CURRENT LINE.

### .. FILE MANIPULATION COMMANDS ..

W <FILE> WPITES THE WORKING COPY OF YOUR FILE OUT TO DISK AS THE FILE NAMED <FILE>. IF <FILE> IS OMITTED, THE FILE USED IS THE ONE NAMED WHEN YOU ENTERED NETED. THIS COMMAND RETURNS TO NETED WITH THE WORKING COPY AND POINTER POSITION UNDISTURBED.

WL X <FILE> WPITES THE NEXT X LINES OF THE EDITED FILE TO THE FILE NAMED <FILE>. <FILE> MUST APPEAR. AND THE POSITION OF THE POINTER IS NOT CHANGED.

WTOP <FILE> WRITES ALL LINES FROM THE TOP OF THE FILE DOWN TO THE CURRENT LINE TO THE FILE NAMED <FILE>. THE CUARENT LINE IS NOT INCLUDED, THE POINTER POSITION IS NOT CHANGED, AND THE FILE CONTENTS ARE NOT ALTERED.

SAVE

WRITES THE WORKING COPY OF YOUR FILE BACK OVER THE ORIGINAL FILE, AND CAUSES YOUR JOB TO EXIT FROM NETED TO INTERCOM. THE FILE WRITTEN IS REWOUND BOTH BEFORE AND AFTER WRITING. SAVE, W, WL, AND WTOP WILL NOT OVERWRITE ATTACHED PERMANENT FILES.

M <FILE>
MERGES THE FILE NAMED <FILE> WITH THE FILE YOU ARE
EDITING, BEGINNING AT THE CUPRENT POSITION OF THE
POINTER. AFTER THIS COMMAND, THE POINTER IS AT THE LAST
LINE OF THE FILE <FILE> THAT WAS MERGED.

DINSRDC -- CERL -- BKY -- NETED

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### \*\* TOGGLE SWITCHES \*\*

THE PERIOD - PUTS YOU INTO INPUT MODE. IF YOU ARE IN INPUT MODE, IT TRANSFERS YOU EACK TO EDIT MODE. THE PERIOD MUST BE IN COLUMN ONE AND BE THE ONLY NON-BLANK CHARACTER IN THE LINE.

TURNS OFF THE PRINTING OF OPTIONAL RESPONSES. SUBSEQUENT V COMMANDS REVERSE THE EFFECT EACH TIME.

THE COMPAND '\*' TURNS OFF THE SWITCH THAT CAUSES E> OR

I> TO BE PRINTED AT YOUR TERMINAL AS A PROMPT SHOWING

THAT NETED IS READY FOR INPUT. SUBSEQUENT '\*' COMMANDS

REVERSE THE EFFECT EACH TIME.

NFPOS

WHEN A STRING IS NOT FOUND, THE POINTER IS NOT MOVED.

THE MFPOS COMMAND WILL CAUSE THE POINTER TO GO TO THE TOP

OF THE FILE ON A NOT FOUND CONDITION. SUBSEQUENT \*MFPOS\*

COMMANOS REVERSE THE EFFECT EACH TIME.

### \*\* COMPANDS THAT GIVE INFORMATION \*\*

HELP PRINTS A LIST OF NETED COMMANDS.

LN PRINTS THE LINE NUMBER OF THE CURRENT POINTER POSITION.

### \*\* COMPANDS WHICH AFFECT THE TERMINAL \*\*

STAR TABCH COL1, COL2, ...

SETS A TAB CHARACTER FOR USE IN INPUT HODE. TABCH HAY BE ANY CHARACTER EXCEPT A, C, F, R, DEL, CTRL-H, CTRL-H, CTRL-U, OP BLANK. COL1, COL2, ... IS A LIST OF UP TO 10 TAR STOP COLUMNS. THE DEFAULT TAB CHARACTER IS 'J'; THE TAR STOP COLUMN IS 7. {COL1 MAY NOT RE 1.}

.. COMMANDS WHICH CAUSE YOU TO EXIT FROM NETED ..

QUIT CAUSES IMMEDIATE EXIT FROM NETED TO INTERCOM.
THE FOITFD FILE IS NOT REWRITTEN.

SAVE - COESCRIBED ABOVE) ALSO CAUSES AN EXIT FROM NETED.

DINSRDC -- CERL -- BKY -- NETED

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\*\* COMMANDS THAT MOVE THE POINTER \*\*

...

THE N OR NEXT COMMAND

N 1

THIS COMMAND CAUSES THE POINTER TO BE MOVED DOWN X LINES. THUS, IF YOU WANTED TO SKIP AHEAD 10 LINES, YOU WOULD ENTER

N 10

THE LINE WHERE THE POINTER NOW RESTS IS OPTIONALLY PRINTED AT YOUR TERMINAL.

THE 9 COMMAND ALSO ALLOWS YOU TO BACK UP IN THE FILE BY MOVING THE POINTER UP x lines by putting a minus sign in Front of the x. Thus,

N-6

SACKSPACES YOU 6 LINES IN THE FILE.

THE COMMAND N WITH NO PARAMETERS ADVANCES THE POINTER ONE LINE. IF, IN ADVANCING, THE END OF THE FILE IS REACHED, THE MESSAGE

<BOTTOM OF FILE>

IS PRINTED AT YOUR TERPINAL, AND THE POINTER IS LEFT AFTER THE LAST LINE OF THE FILE. IF YOU ARE MOVING UP IN THE FILE BY USING A NEGATIVE PARAMETER AND REACH THE TOP OF THE FILE, NETED RESPONDS

THE OF FILE

AND THE POINTER IS AT THAT POSITION.

ON THE 6600/6700, THE CARRIAGE RETURN COMMAND LENTERING A LINE CONSISTING ONLY OF A CARRIAGE RETURN) WILL MOVE THE POINTER AMEAD ONE LINE AND ALWAYS PRINT THE LINE. ON THE 6400, USE SPACE CARRIAGE RETURN.

•••

TOTAL TOTAL CONTROL OF THE PROPERTY OF THE PRO

THE L OR LOCATE COMPAND AND THE LB OR LOCATE PACKWARD COMMAND

L <STRING> LB <STRING>

THE L COMMAND MOVES THE POINTER TO THE NEXT LINE CONTAINING THE CHARACTER STRING <STRING>. <STRING> MAY CONTAIN LEADING AND INTERNAL BLANKS, AND THESE BLANKS WILL BE SIGNIFICANT. (THEREFORE, THE COMMAND \*L A B' WILL NOT LOCATE THE CHARACTER STRING \*AB\*.) IT IS SIGNIFICANT THAT TRAILING BLANKS ARE NOT SIGNIFICANT. THUS THE COMMAND \*L A \*\* MIGHT BE LSED WITH THE HOPE OF LOCATING THE WORD \*A\*; HOWEVER, IT WOULD TURN UP WORDS OR CHARACTER STRINGS BEGINNING WITH THE LETTER \*A\* AS WELL.

STRINGS -- CERL -- RAY -- MATIO

WE SECOND SECOND TO THE MET OF THE THE CONTENT ONE ADMINISTRATION OF THE SECOND S

PAGE 10 DF 20

OTHERD -- CERL -- BKY -- NETED

IF THE END OF FILE IS ENCOUNTERED WHILE TRYING TO EXHAUST THE LINE COUNT, THE POINTER WILL MOVE TO THE BOTTON OF THE FILE AND NETED WILL RESPOND

SOTTOM OF FILES

MOTE — THE TOGGLE COMMAND V DOES NOT AFFECT PRINTING RESULTING FROM THE P COMMAND.

...

### THE T OR TOP COMMAND

THE T COMMAND MOVES THE POINTER TO THE TOP OF THE FILL. THE POINTER WILL BE POSITIONED SO THAT THE NEXT LINE IS THE FIRST LINE OF YOUR FILE, AND NETED WILL RESPOND

<TOP OF FILE>

WHEN YOU ENTER NETED IN SOIT MODE, YOU ARE AUTOMATICALLY POSITIONED AT THE TOP OF THE FILE.

...

### THE B OR BOTTOM COMMAND

THE B COMMAND MOVES THE POINTER TO THE LINE JUST BEFORE THE <BOTTOM OF FILES POSITION AND OPTIONALLY PRINTS THE LINE. THIS LINE WILL BE THE LAST LINE OF YOUR FILE. IN SOME CASES THIS LINE WILL BE "EOR" OR "EOF". THESE INDICATE END OF LOGICAL RECORD AND END OF LOGICAL FILE, RESPECTIVELY.

SINCE A TRAILING EOR OR EOF IS OFTEN APPENDED TO A FILE AUTOMATICALLY, AND IS NOT REALLY WANTED, NETED WILL AUTOMATICALLY PEMDVE DNE TRAILING EOR, ONE TRAILING EOF, OR A TRAILING EOF PAIR. IF MORE RECORD MARKS EXIST AT THE BOTTOM, THEY ARE LEFT THERE.

CERL METED DIFFERS FROM THE SPECIFICATIONS FOR ARPAMET EDITORS IN THE IMPLEMENTATION OF THE B COMMAND. AT DITHER SITES, THE B COMMAND PUTS THE POINTER AT THE <BOTTOM OF FILE> POSITION AND PUTS YOU IN IMPUT MODE. THIS WAS CONSIDERED DAMGEPOUS SINCE AT BKY. THE LAST LIME OF THE FILE MAY BE A RECORD MARK (EOR), IN WHICH CASE LINES INPUT AFTER THE B COMMAND WOULD BE SEPARATED FROM THE REST OF THE FILE BY THE RECORD MARK. IF THE FILE BEING EDITED WERE A FORTRAN SOURCE PROGRAM, FOR EXAMPLE, LINES APPENDED AFTER AN EOR WOULD HOT BE ENCCUNTERED BY THE COMPILER - A LIKELY SOUPCE OF CONSTERNATION.

•••

### THE <CR> OR CARRIAGE RETURN COMMAND

ON THE 6600/6700, ENTERING A LINE CONSISTING ONLY OF BLANKS OR A CARRIAGE RETURN CAUSES NETED TO MOVE THE POINTER FORWARD ONE LINE AND PRINT IT. ON THE 6400, AT LEAST ONE BLANK IS REQUIRED WITH THE CARRIAGE RETURN.

### \*\* COMMANDS THAT ALTER LINES \*\*

...

# THE C OR CHANGE COMMAND AND THE RC OR REPEAT CHANGE COMMAND

THIS COMMAND TAKES TWO CHARACTER STRINGS AS PARAMETERS; IT SEARCHES FOR THE FIRST STRING AND, ON FINDING IT, SUBSTITUTES THE SECOND STRING FOR IT. THE RANGE OF THE SEARCH FOR THE FIRST STRING IS SPECIFIED BY TWO OPTIONAL PARAMETERS THAT GO AT THE END OF THE COMMAND - THE LETTER "G" AND AN INTEGER.

THE INTEGER IS THE NUMBER OF LINES TO BE SEARCHED (AS IN OTHER NETED COMMANDS). THE 'G', IF PRESENT, MEANS CHANGE ALL DCCURRENCES OF THE FIRST STRING IN EACH OF THE LINES; IF ABSENT, ONLY THE FIRST (LEFTMOST) OCCURRENCE OF THE STRING IN EACH LINE IS CHANGED.

A CHAPACTER NOT PRESENT IN EITHER STRING IS USED TO INDICATE THE BEGINNING AND END OF THE TWO STRINGS. THE C COMMAND HAS, THEREFORE, THE FORM -

### C / STRINEL > / STRING 2 > / X G

/ (SLASH) STRING DELIMITER. THE SLASH IS USED IN THE EXAMPLE, BUT ANY CHARACTER (EXCEPT A BLANK, ETC.) NOT OCCURRING IN EITHER <STRING1> OR <STRING2> MAY BE USED INSTEAD.

STRING1> THE CHARACTER STRING THAT IS TO BE REPLACED. ALL BLANKS IN THIS STRING ARE SIGNIFICANT. IF THIS STRING IS NULL (ADJACENT DELIMITERS), STRING2> WILL BE INSERTED AT THE BEGINNING OF THE LINE.

STRINGES
THE CHARACTER STRING THAT IS TO REPLACE STRINGING. ALL BLANKS IN THIS STRING ARE SIGNIFICANT. THIS STRING MAY SE NULL, IN WHICH CASE STRINGINGINGUAL DELETED.

THIS IS AN OPTIONAL INTEGER PARAMETER (NO SIZE LIMIT)
SPECIFYING THE NUMBER OF LINES ON WHICH THE COMMAND IS
TO OPERATE. THE C COMMAND WILL AFFECT THE CURRENT LINE
AND THE NEXT X-1 LINES. IF OMITTED, ONLY THE CURRENT
LINE IS AFFECTED.

IF X IS "ISED, THE POINTER WILL MOVE DOWN X-1 LINES OR TO
THE SOUTION OF FILE> POSITION - WHICHEVER IS FIRST. IF
SOUTION OF FILE> IS REACHED, NETED WILL RESPOND SOUTION
OF FILE>. IF NOT, NETED WILL NOT INDICATE THE CURRENT
POSITION OF THE POINTER (USE THE P COMMAND TO SEE WHERE

FOR GLOBAL. IF THE G IS PRESENT, THE C COMMAND WILL CHANGE ALL OCCURPENCES OF «STRING1» TO «STRING2» IN ALL LINES AFFECTED. IF THE G IS NOT USED, ONLY THE FIRST OCCUPRENCE OF «STPING1» IN EACH LINE IS CHANGED.

IF  ${\sf STRING1}^{\sf N}$  IS NOT FOUND WITHIN THE RANGE OF LINES SPECIFIED BY X, NETEC RESPONDS

NOTHING CHANGED.

STATES - PERCENSE STATES REFERENCE SERVING BANKS

PARAMETER STANDAR - STANDAR - PARAMETER STANDAR - PARAMETER STANDAR - PARAMETER STANDAR - PARAMETER STANDAR -

THE C COMMAND WILL PRINT AT YOUR TERMINAL EACH LINE CHANGED (AN OPTIONAL RESPONSE - CONTROLLED BY THE Y COMMAND). YOU CAN USE THIS FEATURE TO PRINT ALL THE LINES CONTAINING SOME INTERESTING CHARACTER STRING LIKE THIS

### C /STOP/STOP/ \$

(THOUGH THE LINES CONTAINING 'STOP' ARE NOT MADE DIFFERENT, THE C COMMAND THINKS IT CHANGED THEW, SO IT PRINTS THEM.)

ALSO, THE STRING DELIPITER FEATURE MAKES TRAILING BLANKS WITHIN THE STRINGS (NOT THE COMMAND) SIGNIFICANT. AS MENTIONED ABOVE, THE L COMMAND WOULD NOT BE ABLE TO DISTINGUISH BETWEEN THE LETTER "A" AT THE START OF A WORD AND THE WORD "A". YOU COULD USE THE C COMMAND TO LOCATE THE LINES WITH THE WORD "A" IN THEM LIKE THIS —

#### C X A X A X 140

WITH OPTIONAL RESPONSE PRINTING TURNED DN, THIS COMMAND WOULD LIST ALL THE LINES AMONGST THE CURRENT AND NEXT 139 THAT CONTAIN THE WORD 'A'. IT WOULD MOT, HOWEVER, MOVE THE POINTER TO SUCH A LINE. THE POINTER WOULD BE PCVED TO THE 4BOTTOM OF FILE OR TO THE 139TH LINE AFTER THE CUPRENT DNE. EACH LINE CONTAINING 'A 'WOULD BE PRINTED, THOUGH, AND YOU COULD THEN USE THE T AND L COMMANDS TO MOVE THE POINTER TO DNE OF THE LINES LISTED.

COMPAND FORMAT. THE INTEGER PARAMETER X AND THE G PARAMETER MAY BE SEPARATED FROM THE FINAL STRING DELIMITER AND EACH OTHER BY ANY NUMBER OF BLANKS. EITHER OR BOTH MAY BE OMITTED. THE ORDER OF THESE OPTIONAL PARAMETERS IS IMMATERIAL AS LONG AS THEY ARE AFTER THE LAST STRING DELIMITER. BLANKS ARE IGNORED EXCEPT FOR THE POSSIBLY NEEDED BLANK IN COLUMN TWO (AFTER THE \*C\*), AND WITHIN THE TWO STRINGS. AFTER THE THIRD OCCURRENCE OF THE DELIMITER CHARACTER IT IS NO LONGER CONSIDERED SPECIAL — MENCE, THE LETTER G AND DIGITS MAY BE USED AS DELIMITERS.

END OF LINE. TO ENABLE THE CHANGE COMMAND TO OPERATE ON A CHARACTER STRING ONLY WHEN THAT STRING OCCURS AT THE END OF THE LINE, THE C COMPAND WILL "FIND" AS MANY RLANKS AT THE END OF THE LINE AS IT MEEDS TO IN ORDER TO GET A MATCH. SUPPOSE YOU WANTED TO PUT A PERIOD INSTEAD OF THE COMPA AT THE END OF THIS LINE —

### COPYSF, A, CUT, EOI, LR,

THE C COMPAND WOULD SE A PAIN IN THE NECK IF YOU COULDN'T DISTINGUISH THE END OF THE LINE. THE COMMAND—

### c /. /./

WILL CHANGE ONLY THE COMMA AT THE END. IT DOES THIS BY LOCATING TRAILING BLANKS IN THE LINE EVEN THOUGH THERE ARE NONE.

DINSROC -- CERL -- BKY -- NETED

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IN ADDITION, NETED ALWAYS FINDS A TRAILING BLANK AT THE END OF EVERY LINE. THUS IF YOU CHANGE BLANKS TO \$°S IN THE ABOVE LINE, YOU GET COPYSF, A, OUT, EOI, LR,

C/ /\$/6

COPYST, A, DUT, EDI, LR, S EVEN THOUGH THERE WAS NOT REALLY A BLANK AT THE END OF THAT LINE.

DELETE ENTIRE LINE. IF YOU USE THE CHANGE COMMAND TO DELETE AN ENTIRE LINE -

C /EDP//10000

THE LINES ARE NOT REALLY ELIMINATED (AS THEY ARE BY THE D COMMAND), BUT REPLACED BY LINES CONSISTING OF TWO BLANKS.

### EXAMPLES OF THE C COMMAND

| C /EAD/GODD/       | -CHANGE FIRST OCCURRENCE OF CHARACTER STRING                                                |
|--------------------|---------------------------------------------------------------------------------------------|
| C 1213116          | -CHANGE ALL 2'S TO 3'S IN CURRENT LINE                                                      |
| C ** *10           | -INSERT 6 BLANKS AT THE BEGINNING OF NEXT 10 LINES                                          |
| C *COMMON*COMMON*S | -WILL PRINT (FIRST LINE) OF EACH 'COMMON' STATEMENT FROM THE CURRENT POSITION TO THE BOTTOM |
| C /Z /x/99995      | -CHANGES Z'S TO X'S WHEN THEY OCCUR AT THE                                                  |

4

C NO KNOWING -CHANGE ALL D K'S TO OWI'S

C .THIS. THAT. -CHANGE THIS TO THAT

C \*USFLESS STUFF\*\* -GET RID OF 'USELESS STUFF'

C SFROGSPRINCES -IT'S A POWERFUL EDITOR

IN SOME CIRCUMSTANCES, YOU MAY USE THE C COMMAND TO SAVE REPEATED TYPING OF COMPLICATED OR LONG STRINGS. TO GIVE AN EXAMPLE, SUPPOSE YOU HAD A LOT OF FORMAT STATEMENTS THAT ONLY HAD MINOR VARIATIONS.

100 FORMAT(1x, endy IS THE TIME FOR\*,F5.0, eTO COME TO THE AID\*)
1C1 FORMAT(1x, ency IS THE TIME FOR\*, IS, eTO COME TO THE AID\*) ETC. ETC

YOU COULD JUST ENTER (IN INPUT MODE) -

1005F5.0° 1015I5°

ETC., ETC.

OTMOSECC -- CAPA -- BAY -- MATED

THERE CO -
( 7/2/ FORMATIEN-AMON IS THE TIME FORMATE

AND

THE C COMMAND ALLOWS TO IT REARMS THE LAST CHANGE STREAMS TO

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DIMSRDC -- CERL -- BKY -- NETED

...

THE DTOP OR DELETE-TO-POINTER COMMAND

CTOP

THIS COMMAND (WHICH TAKES NO PARAMETER) DELETES LINES FROM THE FILE BEGINNING AT THE TOP AND STOPPING AT THE LINE BEFORE THE CURRENT LINE. THE CURRENT LINE IS NOT AFFECTED, NOR IS THE POINTER MOVED. THE LINE THAT IS CURRENT WHEN THE COMMAND 'DTOP' IS ISSUED IS THE FIRST LINE IN THE FILE AFTER THE COMMAND MAS BEEN EXECUTED.

•••

THE R OR REPLACE COMMAND

R «STRING»

THE R COMMAND PEPLACES THE CURRENT LINE WITH STRING. THE POINTER DOES NOT POVE — IT POINTS TO THE NEW LINE STRING. THIS COMMAND GENERATES NO PRINTED RESPONSE. IT WORKS LIKE A D FOLLOWED BY AN I. BLANS ARE TREATED AS IN THE I COMMAND.

\*\* TOGGLE CCMMANDS AND COMMANDS THAT GIVE INFORMATION \*\*

...

THE CHANGE MODE COMMAND - THE PERIOD

ENTERING A LINE CONSISTING OF JUST A PERIOD CAUSES YOU TO LEAVE EDIT MODE AND ENTER INPUT MODE. THE POINTER IS LEFT WHERE IT WAS. UPON EXECUTION OF THE COMMAND, NETEO REPLIES

INPUT.

MOTE THAT THE SAME COPMAND IS USED TO LEAVE INPUT HODE AND GO INTO EDIT MODE. (THIS IS THE ONLY COMMAND THAT NETED WILL ACCEPT WHEN IN THOUT HODE.) MOTE TOO THAT THE CHANGE HODE COMMAND ENTERED FROM EITHER MODE MUST BE A LINE CONSISTING OF SOLELY A PERIOD, THOUGH TRAILING BLANKS WILL BE IGNORED, AS IN ALL COMMANDS. (TO INPUT A LINE CONSISTING OF JUST A PERIOD, YOU MUST USE THE I OR R COMMAND).

•••

THE V OR VERIFY COMMAND

THE V COMMAND, WHICH TAKES NO PARAMETEPS, ACTS AS A TOGGLE SWITCH ALTERNATELY TO ALLOW AND PREVENT THE PRINTING OF METED RESPONSES TO OTHER COMMANDS (SPECIFICALLY, THE C, RC, L, F, LB, FS, AND N COMPANDS). THE DEFAULT POSITION IS ON — ALLOWING PRINT. BY ENTERING THE V COMMAND, YOU PREVENT PRINTING AT YOUR TEPMINAL OF THE LINES PREACHED (OR AFFECTED) BY OTHER COMMANDS. BY ENTERING V AGAIN, YOU TURN PRINTING BACK CN, AND SO CM, BACK AND FORTH.

DTNSFDC -- CERL -- BKY -- NETED PAGE 16 OF 20

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THE ASTEPISK COMMAND - \*

THE COMMAND '\*' (AS THE ONLY CHARACTER OF THE LINE) REVERSES THE INTERNAL 'SWITCH' GOVERNING THE PRINTING OF  $\epsilon>$  and i> as a prompt when meted is ready for a new command or line of input.

\*\*\*

THE NEPOS OR NOT-FOUND POSITIONING COMMAND

HEPOS

THE MFPOS TOGGLE CONTROLS THE POSITION OF THE POINTER AFTER A "MOT FOUND" COMDITION ON AN L, LB, F OR FB COMMAND. THE DEFAULT POSITION DOES NOT MOVE THE POINTER WHEN THE SEARCH STRING IS NOT FOUND. ENTERING MFPOS WILL CAUSE THE POINTER TO GO TO THE TOP OF THE FILE WHENEVER THE STRING SEARCHED FOR IS NOT FOUND, ETC.

\*\*\*

THE H OR HELP COMMAND

HELP

THE H OR HELP COMMAND CAUSES NETED TO PRINT A LIST OF AVAILABLE COMMANDS WITH A SHORT DESCRIPTION OF EACH.

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THE LN OR LINE NUMBER COMMAND

THE LN COMMAND PRINTS THE LINE NUMBER OF THE CURRENT LINE. IT ACTUALLY COUNTS LINES FROM THE TOP WHEN IT IS EXECUTED, SO IT MAY USE A BIT OF TIME WHEN EXECUTED FAR INTO A LONG FILE.

\*\* COMPANDS WHICH AFFECT THE TERMINAL \*\*

\*\*\*

THE STAP OR SET TAB STOP COMMAND

STAB TABCH COLL, COLZ, ..., COLN

THE STAB COPMAND SETS A CHARACTER TO BE USED TO INDICATE A TAB OPERATION, AND THE LIST OF TAB STOPS. TABCH MAY BE ANY CHARACTER OTHER THAN BLANK, <CP>, CTRL-X; CTRL-U, CTRL-H, AND DEL. FULL ASCII CHARACTERS MAY BE USED TO INDICATE A TAB, EVEN IF THE FILE IS IN DISPLAY CODE. THERE MAY BE FROM 0 TO 10 TAB STOPS, IN INCREASING ORDER. COLL MAY NOT PE 1.

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### .. FILE MANIPULATION COMMANDS ..

WHEN NETED WRITES A FILE (SAVE, W, WTOP, WL), LINES CONSISTING SOLELY OF "EOR" OR "EOF" (IN COLUMNS 1-3) ARE CHANGED INTO END-OF-RECORD AND END-OF-FILE MARKS, RESPECTIVELY. AN END-OF-RECORD IS WRITTEN AFTER THE LAST LINE. THE FILE BEING WRITTEN IS REWOUND BEFORE AND AFTER WRITING, THUS REPLACING ANY PREVIOUS CONTENTS. ATTACHED PERMAMENT FILES ARE NEVER OVERWRITTEN.

...

THE SAVE COMMAND

SAVE <FILENAME>

THIS COMMAND WRITE: THE WORKING COPY TO THE SPECIFIED FILE. IF <FILENAME > IS OMITTED, THE FILENAME SPECIFIED WHEN ENTERING NETED IS USED, THUS REPLACING THE ORIGINAL CONTENTS.

NETED PRINTS THE PESSAGE-

<FILENAME> WRITTEN.

AND REWINDS THE FILE BEFORE STOPPING.

THE SAVE COMMAND IS INTENDED TO BE USED WHEN YOU ARE FINISHED EDITING THE FILE AND NOW WISH TO DO SOMETHING ELSE - PERHAPS USE OR PERMANENTLY STORE THE FILE. IT IS CUMBROUS AND UNECONOMICAL TO USE THIS SHEM ALL YOU WANT TO DO IS SAVE ON DISK A COPY OF YOUR EDITING TO THAT POINT AND THEM GO ON EDITING. FOR THAT VERY VALID PURPOSE, USE THE W COMMAND.

• • •

THE W OR WRITE FILE COMMAND

A <EILENAME>

THIS COMMAND CAUSES NETED TO WRITE THE ENTIRE WORKING COPY YOU ARE EDITING TO THE DISK FILE WHOSE NAME IS THE PAPAMETER TO THE COMMAND. IF NO PARAMETER IS GIVEN. THE ORIGINAL FILE NAME IS USED (THE FILE NAME DAMED WHEN ENTERING NETED).

THE FILE THUS VAITTEN TO IS REWOUND FIRST, SO ANY PREVIOUS CONTENTS OF THAT FILE ARE REPLACED. IT IS ALSO REWOUND AFTER. IF THE FILE NAMED IN THE COMMAND IS NOT ONE OF THE FILES CONNECTED TO YOUR JOB, A FILE OF THAT NAME WILL BE CREATED (\*PF).

AFTER THIS COMMAND HAS BEEN EXECUTED, YOUR JOB RETURNS TO NETED WITH THE POINTER WHERE IT WAS WHEN YOU GAVE THE COMMAND. NETED WILL RESPOND

<FILENAME> WRITTEN.

USING A NEW FILE NAME IN THE W COMMAND LETS YOU PRESERVE THE ORIGINAL FILE (WITH NO EDITING CHANGES) AS WELL AS THE VERSION EDITED

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DINSRDC -- CERL -- BKY -- NETED

TO THAT POINT. MOST OF US MAKE MISTAKES NOW AND THEN USING INTERACTIVE EDITORS. IF YOU ARE ONE OF THE CROWD, FREQUENTLY WRITING YOUR EDITED FILE TO A SCRATCH FILE WITH THE W COMMAND MAY SAVE SOME OF THE GRIEF THAT COMES FROM KNOWING YOU WRECKED IT ALL YOURSELF. SUCH SCRATCH FILES ARE, HOWEVER, NOT PROTECTED FROM SYSTEM FAILURES.

•••

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THE WTOP OR WRITE-TO-POINTER COMMAND

WTOP <FILENAME>

THIS COMMAND CAUSES NETED TO WRITE THE LINES FROM THE TOP OF THE FILE DOWN TO BUT NOT INCLUDING THE CURRENT LINE TO THE DISK FILE NAMED AS THE PARAMETER OF THE COMMAND. THE POINTER POSITION IS NOT CHANGED; THE CONTENTS OF THE WORKING COPY BEING EDITED ARE NOT ALTERED. THERE IS NO DEFAULT FILE FOR THE WTOP COMMAND TO WRITE UPON, SO A FILE NAME MUST BE GIVEN AS A PARAMETER.

WHEN NETED HAS EXECUTED THIS COMMAND, IT RESPONDS -

<FILENAME> WRITTEN.

•••

THE WL OR WRITE LINES COMMAND

WL X «FILENAME»

THIS COMMAND CAUSES NETED TO WRITE X LINES FROM AND INCLUDING THE CURRENT LINE TO THE NAMEO FILE. IF X IS ABSENT, ONE LINE IS WRITTEN. AS IN WTOP, THE FILENAME MUST BE SPECIFIED. THIS COMMAND IS USEFUL IN COPYING OR MOVING LINES AROUND IN THE FILE. TO COPY 5 LINES TO ANOTHER SPOT IN THE FILE, YOU COULD ENTER:

F <FIRST LINE TO BE COPIED>
WL 5 TEMP
L <LOCATION AFTER WHICH LINES ARE TO BE INSERTED>
M TEMP

TF MOVING (RE-ARRANGING) LINES, BE SURE TO DELETE THEM FROM THEIR ORIGINAL LOCATION AFTERWARDS.

\*\*\*

THE " OR MERGE COMMAND

M <FILENAME>

THIS COMMAND CAUSES A COPY OF THE CONTENTS OF THE ALREADY EXISTING FILE NAMED <FILENAME> TO BE INSERTED INTO THE WORKING FILE, BEGINNING IMMEDIATELY AFTER THE CURRENT POINTER POSITION. THE FILE IS REWOUND BEFORE MERGING. THE POINTER WILL BE MOVED TO THE FINAL LIME OF THE INSERTED MATERIAL. UPON EXECUTING THIS COMMAND, NETED RESPONDS "SETTEMAME> MERGED." IF YOU GIVE AN ILLEGAL FILE NAME, NETED RESPONDS "ILLEGAL FILE NAME." IF THE FILE IS NOT A DISK FILE OR IF NETED CAN TELL THAT IT IS NOT A TEXT FILE, IT WILL RESPOND "ILLEGAL FILE TYPE."

DINSPOC -- CEPL -- RKY -- NETED

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IF YOU GET AN EPROR MESSAGE AFTER A MERGE COMMAND AND CANNOT SEE WHY THE FILE YOU SPECIFY CANNOT BE MERGED, IT IS POSSIBLE THAT THE FILE SPECIFIED IS NOT CONNECTED TO YOUR JOB (PERMAPS YOU MISREMEMBERED OR MISTYPED THE MAME). IN SUCH A CASE, THE BEST NEXT STEP IS TO DO "SAVE" AND THEN EXECUTE THE CONTROL CARD "FILES". THIS WILL PRINT AT YOUR TERMINAL A LIST OF THE FILES COMMECTED TO YOUR JOB SO YOU CAN SEE WHAT FILES YOU PEALLY MAVE. THE FILE TO BE MERGED MUST BE A NOW-EMPTY DISK FILE ATTACHED TO YOUR JOB.

NOTE - THERE WILL PROBABLY BE AT LEAST A RECORD MARK (SMOWN AS CHAPACTER STRING "EDR") AT THE END OF THE FILE YOU MERGE. IN MOST CASES YOU WILL NOT WANT THIS RECORD MARK (OR FILE MARK IF IT IS THERE). THEREFORE, NETED WILL DELETE A SINGLE TRAILING EOR, A SINGLE TRAILING EOF, OP A TRAILING EOF PAIR. IF YOU REALLY WANT A RECORD MARK YOU MUST EITHER INSERT IT OR MAVE EXTRA MARKS AT THE END OF THE MERGE FILE. EVEN SO, WE STRONGLY RECOMMEND THAT YOU USE THE "P" COMMAND RIGHT AFTER ANY "M" COMMAND TO SEE WHAT THE LAST LIME MERGED ACTUALLY WAS. IF YOU FIND A RECORD MARK AND DELETE IT, USE THE "P" AGAIN TO SEE IF THERE ARE YET MORE MARKS BEHIND THAT OME.

.. COMMANDS THAT TAKE YOU DUT OF NETED ..

\*\*\*

### THE QUIT COMMAND

QUIT

1

THE QUIT COMMAND CAUSES IMMEDIATE EXIT FROM NETED - NO ARITING OUT OF FILES OCCURS AS A RESULT OF THIS COMMAND, ALTHOUGH STUFF PREVIOUSLY WRITTEN OUT TO DISK WITH THE W OR SAVE COMMANDS IS NOT AFFECTED.

IF, FOR EXAPPLE, YOU WISH TO ALTER A GIVEN FILE BUT PRESERVE A COPY OF THE ORIGINAL INTACT, YOU WOULD EDIT IT, WRITE THE NEW VERSION OUT UNDER ANOTHER NAME, THEN OUIT. TO CHANGE THE ORIGINAL, ON THE OTHER MAND, YOU WOULD EXIT EITHER BY SAVE OR BY THE SEQUENCE W FOLLOWED BY QUIT.

NCTE - THE REQUIREPENT THAT SAVE AND QUIT BE FULLY SPELLED OUT IS BASED ON A CONCERN THAT THESE TWO PARTICULARLY POWERFUL FUNCTIONS NOT BE INVOKED BY THE ACCIDENTAL MISTYPING OF A SINGLE LETTER.

\*\*\*

### THE SAVE COMMAND AGAIN

SAVE

THE SAVE COMMAND WAS DESCRIBED IN THE PRECEDING SECTION. IT REWRITES THE ORIGINAL FILE WITH THE CURRENT CONTENTS OF THE WORKING COPY YOU WERE FOLTING. YOU THEN EXIT FROM NETED AS YOU OO WITH THE OUIT COMMAND.

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DINSROC -- CERL -- BKY -- METED

### .. NETEDF/NETEDR VS NETED ..

NETFOF/NETEDR DIFFER FROM NETED IN THE FOLLOWING AREASI

- 1) ASCII MODE IS INDICATED BY THE PRESENCE OF ANY SECOND PARAMETER ON THE 'NETEDF' OR 'NETEDR' STATEMENT, NOT JUST 'CH-AS'. THUS, 'NETEOF, LFM, ASCII' OR 'NETEDR, LFM, A' OR WHATEVER, MAY BE USED.
- 2) THE 'PROMPT' MODE HAS BEEN REMOVED. THERE IS NO '\*\* COMMAND AND NO 'E>' O? 'I>' PROMPTERS.
- 3) THE "STAS" COMMAND HAS BEEN EXPANDED:

THE STAB OR SET TAB STOP COMMAND

STAB TABCH COL1, COL2,..., COLN STAB TABCH

THE STAB COMMAND SETS A CHARACTER TO BE USED TO INDICATE A TAB OPERATION, AND THE LIST OF TAR STOPS. TABCH MAY BE ANY CHARACTER OTHER THAN BLANK, CR, CTRL-X, CTRL-U, CTRL-H, DEL OR UPPER-CASE A, C, F, R. FULL ASCII CHARACTEPS MAY BE USED TO INDICATE A TAB EVEN IF THE FILE IS IN DISPLAY CODE. THESE ARE ALWAYS 30 TAB STOPS, IN INCREASING ORDER.

CERTAIN UPPER—CASE LETTERS IN THE TABCH POSITION ARE INTERPRETED AS SMORTHAND FOR PRE-DEFINED TAB SETTINGS AND MAY NOT, THEREFORE, BE USED AS THE TAB CHARACTER:

- A (4SSEPALY) 11,18,21,24,27,30,33,36,39,42, 45,48,51,54,57,60,63,66,69,72, 75,78,81,84,87,90,93,96,99,102
- C (COBOL) 8,12,16, 20, 24, 28, 32, 36, 40, 44, 48,52,56, 60, 64, 68, 72, 76, 80, 84, 68,92,96,100,104,108,112,116,120,124
- F (FORTRAN) 7,10,13,16,19,22,25,28,31,34, DEFAULT 37,40,43,46,49,52,55,58,61,64, FOR 67,70,73,76,79,82,85,80,91,94 METEDF
- R (RATFOR) 3, 6, 9,12,15,18,21,24,27,30, OEFAULT 33,36,39,42,45,48,51,54,57,60, FOR 63,66,69,72,75,78,81,84,87,90 METEOR

IF FEWER THAN 30 TABS ARE SPECIFIED, ADDITIONAL TABS ARE SET EVERY 3 POSITIONS FOLLOWING COLN (UP TO 30 TABS).

- 4) IN ASCII MODE, THE NUMBER OF DELAY CHARACTERS IN THE LINE FEED/ CAPPIAGE RETURN SEQUENCE HAS BEEN REDUCED TO SPEED UP TYPING. AS A RESULT, NETED MAY NOT BE USABLE (IN ASCII MODE) ON CERTAIN TERMINALS (SUCM AS THE GE TERMINETS).
- 5) THE TOGGLE COMMAND 'V' ALSO AFFECTS THE PRINTOUT OF THE \*TOP OF FILE AND \*BOTTOM OF FILE MESSAGES.

- A) THE INFPOSI (NOT FOUND POSITION) TOGGLE HAS BEEN REMOVED.
- 7) USE "ATTACH, METEDF" OR "ATTACH, METEDR" FOR THE DESIRED VERSION.

### COC NETED SUPPLEMENT

THE FOLLOWING SUMMARIZES VERSION 1.2 OF NETED/NETEDF/NETEDR ON THE COC 6000:

### ADDITIONS:

- 1) A <STRING> APPENC STRINGS TO THE CURPENT LINE.
- 2) DUP X DUPLICATE THE CURRENT LINE X TIMES. IF X IS PRECEDED BY A

MINUS SIGN, THE POINTER IS NOT MOVED.

- 3) FA <STRING> FBA <STRING> LA «STRING» LAM STRING> SIPILAR TO F/FB/L/LB. LIST ALL LINES BEGINNING WITH STRING> (FA/FBA) OR CONTAINING STRING> (LA/LBA) FROM THE CUPPENT LINE TO THE END OF THE WORKFILE. THE POINTER IS NOT MOVED.
- 4) PD X PRINT X LINES, BEGINNING WITH THE CURRENT LINE, DOUBLE SPACED. IF X IS PRECEDED BY A MINUS SIGN, THE POINTER IS NOT MOVED.
- PAGE 1 OF 2

  OF/METEOR ON THE

  IS PRECEDED BY A

  INNING WITH
  (LA/LBA) FROM THE
  THE POINTER IS

  LIME, DOUBLE
  THE POINTER IS

  BEGINNING WITH
  FOR
  H OF THE COMMAND.
  HTER IS NOT ROYED.
  EACH DICCURRENCE

  AMPLE,

  NTER IS NOT

  ES, BEGINNING
  BY A RIMUS SIGN, 51 UC X G UNDO THE LAST CHANGE IN THE NEXT X LINES, BEGINNING WITH CURRENT LINE. THIS COMMAND IS SHORTHAND FOR C /STRING2>/STRING1>/ X G
  THE <STRING>S ARE FLIPPED FOR THE DURATION OF THE COMMAND. IF X IS PRECEDED BY A MINUS SIGN, THE POINTER IS NOT MOVED. IF G IS SPECIFIED, THE CHANGE IS GLOBAL LEACH OCCURRENCE IN EACH OF THE X LINES.
- 6) Y N PRINT A LINE OF N COLUMN MARKERS. FOR EXAMPLE, PRINTS ....5...10...15...20...25...30...35... M OMITTED IMPLIES N=72 N-O IMPLIES N-1 N>140 IMPLIES N=140

### CHANGEST

- 1) C / STRING1 > / STRING2 > / X 6 IF X IS PRECEDED BY A MINUS SIGN, THE POINTER IS NOT MOVED.
- 21 PC X G REPEAT THE LAST CHANGE FOR THE NEXT X LINES, BEGINNING WITH THE CURPENT LINE. IS X IS PRECEDED BY A MINUS SIGN, THE POINTER IS NOT HOVED.

CDC NETED SUPPLEMENT

PAGE 2 OF 2

### DELETIONS

1) THE NEPDS TOGGLE HAS BEEN REMOVED.

1) PETEC, NETECH AND NETEDR NOW DIFFER ONLY IN THE FOLLOWING TWO FEATURES:

|                                                           | NETED                                         | NETEDF                                                                  | NETEDR      |
|-----------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------|-------------|
| I INITIAL E>, I> I PROMPTING I (CONTROLLED BY I = TOGGLE) | I ON                                          | OFF                                                                     | OFF I       |
| 1 TABS                                                    | ONE TAB AT COL 7.                             | 30 TABS FOR 1 FORTRAN AT 1 7,10,13,, 1                                  | RATFOR AT 1 |
| 1<br>1<br>1<br>1<br>1                                     | I ONLY DEFINED  <br>! Tabs are<br>! Set.<br>! | I 30 TASS ARE I TABS ARE SET I COLUMNS AFTE I USER-DEFINED I NECESSARY. | FEVERY 3 I  |

THE PERSON AND REPORTED FOR THE PROPERTY OF THE PERSONS AND TH

FUTURE VERSIONS:

1) METED, NETEDF AND NETEDF ARE CURRENTLY THREE SEPARATE PROGRAMS.
FUTUPE VERSION 2.0 WILL MERGE THESE INTO A SINGLE PROGRAM AND
USE THE SECONO PARAMETER ON THE EXECUTE CARD TO PRESET THE TABS,
PROPPTING AND MODE (DISPLAY CODE/ASCII). THIS PARAMETER WILL
ALSO ALLOW FOR COROL, PASCAL, COMPASS, AND NO TABS SETTINGS.

### THE NETED MANUAL!

- 1) "THE COC METED PEFERENCE MANUAL" IS BEING REWRITTEN IN A DIFFERENT FORMAT AND IS EXPECTED TO BE PUBLISHED EARLY NEXT YEAR. IT WILL BE HAVE THE SAME FORMAT AS "THE BURROUGHS NETED REFERENCE MANUAL" WHICH SHOULD BE PUBLISHED AT ABOUT THE SAME
- 2) THIS SUPPLEMENT HAS BEEN ADDED TO THE END OF THE CURRENT NETED MANUAL. IT IS NOT NECESSARY TO REPRINT THE ENTIRE NANUAL AT THIS TIME.

**PARTON FORMACON MORROSON POSTORIA POSTORIA DESCOURA ENCORANTE COSTANIA MANARA INCONTRA MANARA PARTONIA PARTONIA** 

THE FOLLOWING SUMMARIZES VERSIONS 1.3 AND 1.4 OF NETED/NETEDF/ METEOR ON THE CDC 6000;

### ADDITIONS

- (A MINUS SIGN) MOVE BACKWARD ONE LINE (SHORTHAND FOR 'N -1').
- 2) AL <STRING> ADD STRING AT THE LEFT OF THE CURRENT LINE. (SMOPTHAND FOR C//STRING)
- 3) AR «STRING» ADD STRINGS AT THE RIGHT OF THE CURRENT LINE. (SAME AS A)
- 41 PA PRINT ALL LINES. <TOP OF FILE> AND <BOTTOM OF FILE> ARE NOT PPINTED. THE POSITION OF THE POINTER IS NOT ALTERED BY THIS COMMAND.
- 51 904 PRINT ALL LINES DOUBLE-SPACED. <TOP OF FILE> AND <BOTTOM OF FILE> ARE NOT PRINTED. THE POSITION OF THE POINTER IS NOT ALTERED BY THIS COMMAND.
- 6) PA X PRINT THE CURRENT LINE AND X LINES ON EITHER SIDE OF IT. (X IS POSITIVE AND <0 9)
- 71 STR LIST THE MOST RECENT DEFINITIONS OF THE 5 REMEMBERED STRINGS FOR THE FOLLOWING COMMANDS: A/AR, AL, C (2 STRINGS), F/FA/FA/FBA/L/LA/LB/LBA.
- 8) TI LIST THE ELAPSED WALL CLOCK, CP AND ID TIMES.
- 9) TL X TRUNCATE X COLUMNS FROM THE LEFT OF THE CURRENT LINE.
- 10) TR X TPUNCATE X COLUMNS FROM THE RIGHT OF THE CURRENT LINE.
- 11) WHAT LIST THE FOLLOWING INFORMATION ABOUT THE NETED WORKFILE:
  - METED FILE NAME (FLAGGED WITH \* IF A PERMANENT FILE)
  - FILE KIND ("ASCII" IF IT IS AN ASCII FILE)
  - LINF LENGTH (AT THIS LEVEL OF NETED, ALWAYS 140)

  - NUMBER OF LINES IN THE WORKFILE
     A LIST OF THE TOGGLES WHICH ARE SET
     THE CURRENT VALUES OF LM, RM, IN AND THE MARGIN WIDTH

### COC METED SUPPLEMENT . 2

PAGE 2 OF 3

- 12) EIGHT WORD PROCESSING-RELATED COMMANDS:
  - 1) CENTER X
    CENTER THE NEXT X LIMES WITHIN LM-RM MARGINS.
  - 2) IN X

    SET THE PARAGRAPH INDENTATION FOR X COLUMNS.

    (THIS SETTING WILL BE USED BY A FUTURE OPTION.)
  - 3) LEFT X
    LEFT-JUSTIFY THE NEXT X LINES WITHIN LM-RM MARGINS.
  - 4) LEN Y LIST THE LENGTHS OF EACH OF THE NEXT X LINES.
  - 5) LM X
    SET THE LEFT MARGIN AT COLUMN X.
  - C) LPL X

    LIST PAGE LENGTHS OF THE DOCUMENT IN THE WORKFILE.

    FLAG ALL PAGES > X LINES LONG. PRINT A SUMMARY.

    CAPRIAGE CONTROL CHARACTERS OTHER THAN '11, ' ', '+',

    'O', '-', 'S', AND 'T' ARE TOTALED BUT IGNORED FOR LINE
    CCUNTS. THE POSITION OF THE POINTER IS NOT ALTERED BY
    THIS COMMAND.
  - 7) RIGHT X RIGHT-JUSTIFY THE NEXT X LINES WITHIN LM-RM MARGINS.
  - THE RIGHT MARGIN AT COLUMN X.
- 13) IF THE 'V' TOGGLE IS SET, NETED WILL PRINT A TIME SUMMARY BEFORE TERRINATING.

### CHANGES:

- 1) X
  X WITHOUT AM ARGUMENT WILL PRINT 72 COLUMN MARKERS.
  X WITH A NEGATIVE ARGUMENT IS NOW INVALID.
- 2) HELP
  THE HELP LISTING HAS BEEN MODIFIED TO GROUP THE TOGGLES TOGETHER.

### CORRECTIONS:

- 1) <CP> AND VILL NOT PRINT THE LINE IF VERIFY IS RESET.
- 2) EUP/EUF PROCESSING IN ASCII MODE HAS BEEN CORRECTED.
- 3) 'DUP S' HAS BEEN DISALLOWED.

CDC NETED SUPPLEMENT # 2

PAGE 3 DF 3

DELETIONS:

NONE

BEHARKS: 4

NONE

### FUTURE VERSIONS:

1) NETED, NETEDE AND NETEDE ARE CURRENTLY THREE SEPARATE PROGRAMS. FUTURE VERSION 2.0 WILL MERGE THESE INTO A SINGLE PROGRAM AND USE THE SECOND PARAMETER ON THE EXECUTE CARD TO PRESET THE TABS, PROMPTING AND MODE (DISPLAY CODE OR ASCII). THIS PARAMETER WILL ALSO ALLOW FOR COBOL, PASCAL, COMPASS, AND NO TABS SETTINGS.

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